

ATLANTIC FISHERMAN

VOL. XX Registered U. S. Patent Office APRIL, 1939 NO. 3

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COLUMBIAN buyers in the Philippines are expert at selecting the best fibres grown. They see that all fibres are strong and of good length. Columbian is the only American rope manufacturer maintaining its own resident buyers and packing organization in the islands. This means that Columbian has the best chance to get the finest, strongest fibres.

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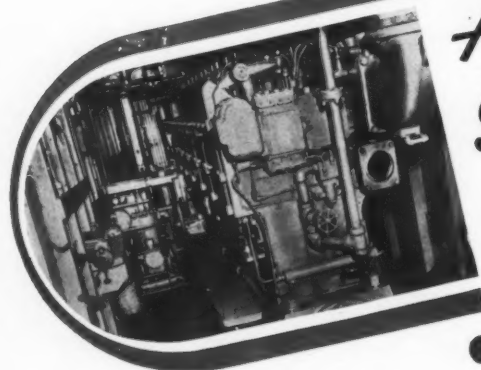
been proved by actual tests. All Columbian rope is easy to handle—even when wet. It is made to withstand all weather conditions and can take plenty of hard "wear and tear."

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AUBURN, "The Cordage City," N. Y.

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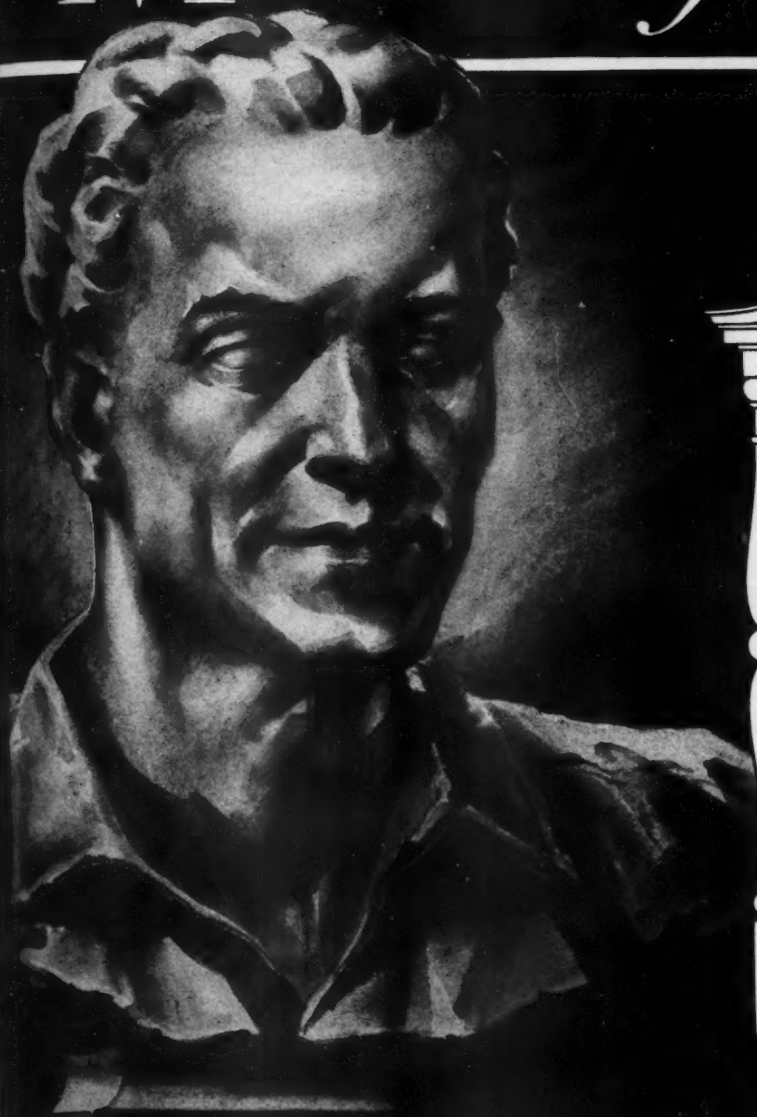
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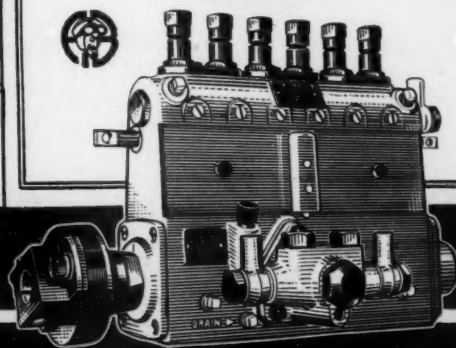
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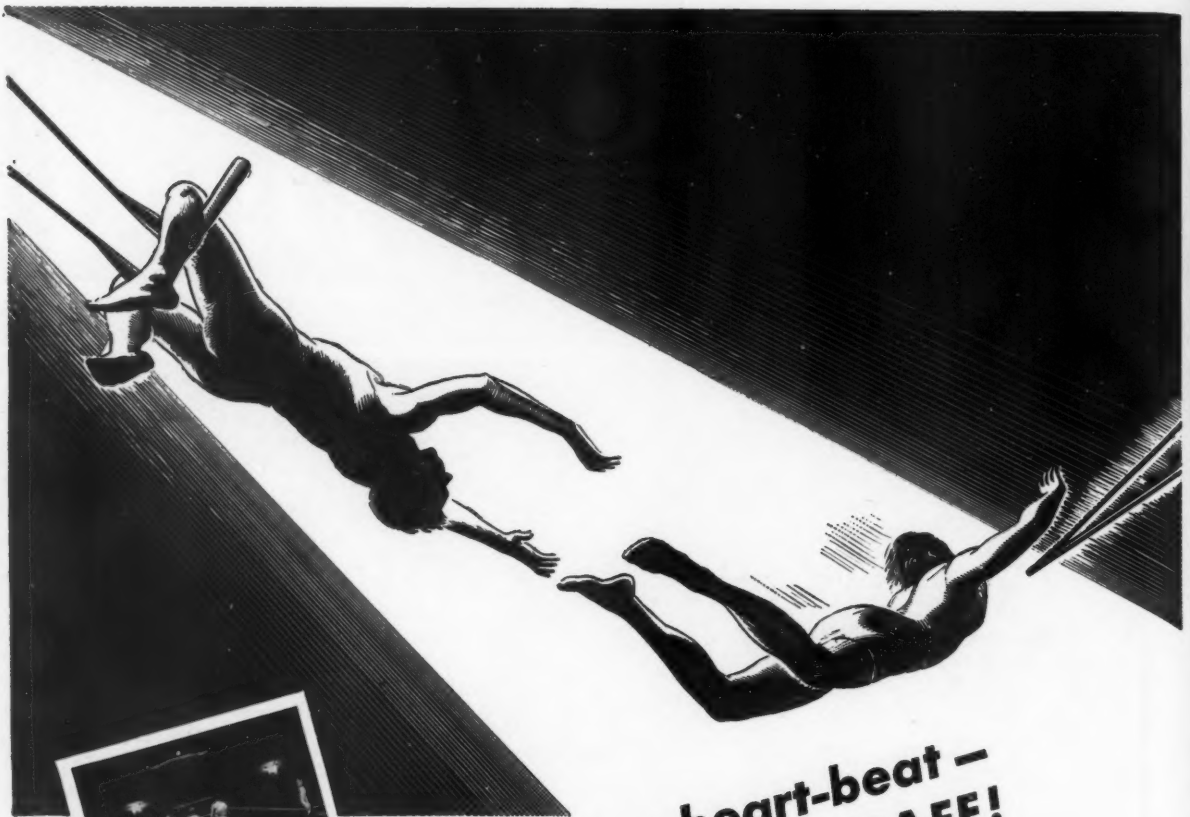
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"It's the best move I ever made," Mr. Thomas says. "I just start the engine and forget it."

Economy . . . simplicity . . . and dependability are three of the chief advantages of "Caterpillar" Diesel Marine Engines. Built as a *complete*, compact package, they're easy and inexpensive to install. They have no delicate nor complicated working-adjustments. Any one can start them going, and keep them going! They make *sparing* use of low-cost fuel.

And they're as dependable as the tides . . . rated for continuous duty, 24 hours a day, 365 days a year!

No matter how you look at it, a "Caterpillar" Diesel Marine Engine is a money-maker — because it's a money-saver — in *any* craft. See your "Caterpillar" dealer for more information. Or write direct.

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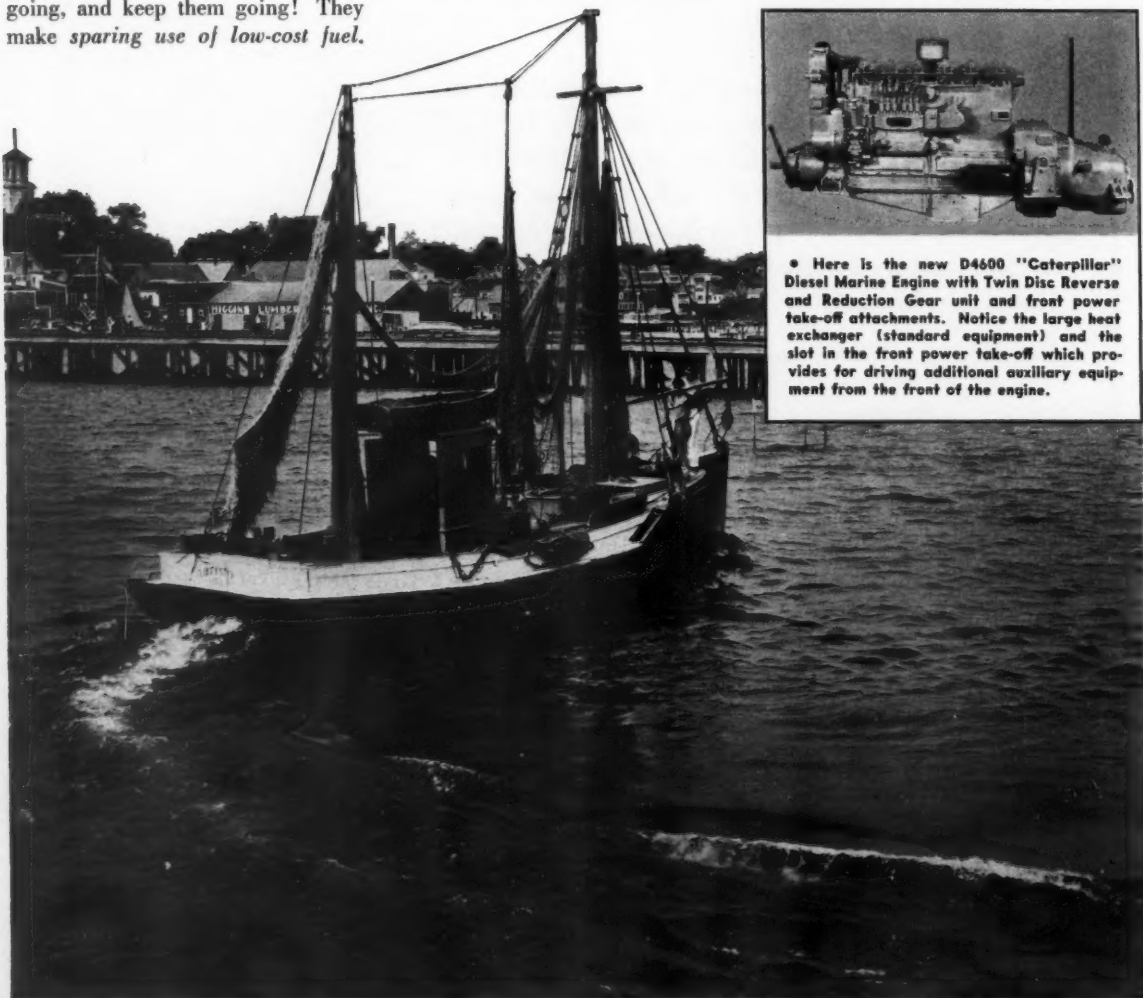
"Caterpillar" Diesel parts-and-service facilities are available practically wherever you tie-up!

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5 1/4 x 8 inches	100 b. hp. continuous duty	900 r.p.m.
6 CYLINDER		
5 1/4 x 8 inches	80 b. hp. continuous duty	900 r.p.m.
6 CYLINDER		
4 1/4 x 5 1/2 inches	55 b. hp. continuous duty	1500 r.p.m.

CATERPILLAR DIESEL POWER

DIESEL ENGINES • DIESEL-ELECTRIC GENERATOR SETS



• Here is the new D4600 "Caterpillar" Diesel Marine Engine with Twin Disc Reverse and Reduction Gear unit and front power take-off attachments. Notice the large heat exchanger (standard equipment) and the slot in the front power take-off which provides for driving additional auxiliary equipment from the front of the engine.

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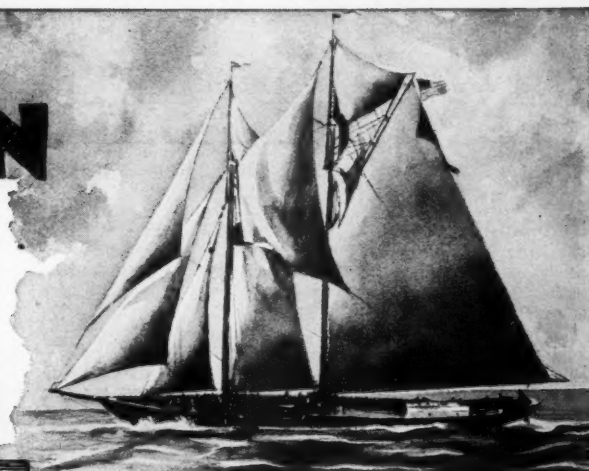
GARDNER LAMSON, Field Editor

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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XX

APRIL 1939

NO. 3

More Fish, Better Fish, and Cheaper Fish

WITH the creation of the Fishery Council of New York, it appears that the fishing industry's long felt need for advertising and publicity is about to be fulfilled. At least an important step in the right direction has been made, which, if successful, will no doubt embrace the industry in other sections.

The new organization, of which F. W. Wilkisson is President, Harry W. Weinstein, Vice-President, Sol Broome, Treasurer, and Samuel R. Katz, Secretary, has received the support of all divisions of the fish business, as well as allied business interests in the New York area. These include wholesale fish dealers, smokers, hotel and steamship supply houses, transportation companies, refrigerating concerns, retailers and fishermen.

The members support the Council by monthly donations, the amount of which is left to each one's discretion, and depends on the benefit that he feels the movement is worth to him. Some have agreed to pay \$18.00 a month, some only \$2.00, with the average pledge said to be \$6.00 per month.

The three objects of the organization are more fish, better fish and cheaper fish. It is desired to make New Yorkers fish conscious, and urge them to have fish every day in the week, rather than just on Fridays. It is planned to carry on as great an amount of promotional activity as possible during the New York World's Fair.

Advertising will be sponsored through radio, newspapers, magazines and posters. Various pieces of promotional material such as window streamers, price lists, counter cards, special strips, etc., will be distributed to stores, restaurants and hotels. Contests will be conducted calling for prize articles on "Why I like to eat fish," "Appetizing ways to serve fish," "Fish as a source of important vitamins," etc.

As the proper cooking of seafood is a problem to many women, the Fishery Council is preparing a 32-page recipe book to be distributed free to housewives through their local markets. The book will describe 200 ways to cook and serve the common fish of local waters.

An attractive membership insignia card is being distributed to all contributors, as well as to retailers who participate in featuring the Council's promotional material.

Through the Council's publicity and advertising, the public will be acquainted with the 30-odd varieties of fish and shellfish which are caught in waters close to New York. Many of these varieties are practically unknown to many consumers, yet they can be enjoyed at less cost than varieties in greater demand. In fact, some species are thrown back by the fishermen as unsalable.

Whenever a certain variety of fish is plentiful on the market, the Council, with the dealers' co-operation, will stage city-wide sales at prices so attractive that budget-conscious women will

be unable to resist. These sales will be held on any day there is an abundant catch.

The Fishery Council, which has offices at 204 Front St., New York City, is anxious to receive comments and suggestions from anyone in the industry. They are particularly interested in getting ideas for publicity material.

We all know that a one day's business is a handicap to the entire industry, and that daily consumption of surplus catches at an economical price would level the peaks and depressions of supply and demand. More power to the Fishery Council, and may it prove to be a forerunner of more scientific distribution of seafood by all sales centers.

Brand Names

THE chief topic of interest in the processing and packing divisions of the fish and shellfish industries is the new Federal Food, Drug and Cosmetic Act, which is scheduled to become effective June 25, 1939. Although embracing numerous industries, the regulations of the Act will have a vital effect on the seafood business. There has been much comment among members of the fishery industry, who fear troublesome consequences.

Like many new laws, the Food & Drug Act will probably cause certain inconveniences, but it is aimed at correcting conditions which at present may tend towards misrepresentation to the public. In other words, it is directed to protecting the consumer, and this no doubt is a worthy plan.

As applied to the fishing business, it should be of considerable value, and may help considerably in alleviating the chaotic conditions now found in certain sections.

The use of labels should be very beneficial to reputable producers, since it will enable large buyers and consumers to immediately identify their products, and finding them of good quality, to order them by brand name again.

As it is now, a housewife may go into a store to buy, say a can of crabmeat, and come in again a week later for more. If the cans are not marked she has no way of telling if she is getting the same producer's product, or an inferior substitute; likewise if she gets something she doesn't like, she has no assurance that she won't get it again.

As a distributor's customers became well acquainted and satisfied with his brand and quality, he would no doubt wish to keep handling the same product, which would mean more business for the producer supplying him.

Of course, there are many angles of this Act to be considered, and it behooves everyone in the business to keep informed of developments in the progress of hearings and arguments now underway at Washington.

The Tarpon Springs Sponge Industry

Bill Abbott Describes a Marine Venture Conducted in the Symbolism of Religion, Employing 150 Boats

THE sponge industry of Tarpon Springs, Florida, is a marine venture conducted in the symbolism of religion.

Next July 150 boats will be in port for a semi-annual overhauling during their Summer layoff, timed to coincide with a Greek religious holiday.

During July and January the crews concentrate on repairs and refitting, together with their religious rites.

The highlight of the calendar of the Greek Orthodox Church is Epiphany or Greek Cross Day, January 6, at Twelfthtide. It is the festival at which the Greek colony celebrates the manifestation of Christ to the Gentiles and the baptism of Christ by John in Jordan.

On that day there are picturesque ceremonies with an annual transplanting of an Old World custom into the New World, quaint waterfront rites and costumed gaiety.

From throughout the city people begin at dawn to converge to the little white St. Nicholas Greek Orthodox Church at the edge of the business section, and it is thronged for blocks around by mid-morning.

At the church doorway an old man with a drooping gray moustache stands before a table filled with long golden candles in orderly rows. He is the sexton of St. Nicholas. For a year he has been making those candles and now he is selling them for the benefit of the church and charities of its parish.

At one end of the table a single stately candle burns. This, like an eternal fire, gives light to all the others that are passed out. The parishioners stop at the table, light their candles and move on to pews or standing room in the aisles.

The service continues throughout the morning with the archbishop sprinkling holy water onto an olive branch and applying it to the heads of the kneeling parishioners with a prayer and blessing for each.

At noon the service is moved outside. The clergymen, bearing religious standards and banners, lead a procession through the decorated streets, followed by the masses to Spring Bayou, a lake fed by a spring that flows continuously in the heart of the city.

The lake banks are crowded and sightseeing boats are top-heavy with spectators as a little fleet of rowboats cluster about a barge on which the churchmen stand.

In the rowboats Greek divers strip off their top clothing to bathing suits and poise eagerly on the sides of their boats. The archbishop holds aloft a golden cross, a white dove is released, according to the Scripture, and goes fluttering over the water.

The archbishop tosses the cross. There is a splash and for a minute there is only the churning of the water by the divers, struggling for the precious token. One reappears bearing the cross and a cheer sweeps through the crowd.

Retrieving the golden cross is the greatest prowess a sponge diver can show. By legend, the feat entitles him to the personal blessings of the archbishop and good fortune and safety for the remainder of the year. He is the hero of the Greek community.

The sponge fishermen take their religion seriously. Not one of them would go to sea in a boat that did not have a Crucifix nailed to its forward mast.

Last July marked the opening of a new \$20,000 addition to the Tarpon Springs Sponge Exchange, the largest market of its kind in America, which provides 43 new stalls for storage purposes.

The original section of the Exchange's brick building, surrounding a paved courtyard, was given a new coat of stucco to correspond with the addition, and the already glamorous sponge industry was given another picturesque touch with two sculptured concrete panels on the front of the building, opposite the waterfront and wharves.

One panel portrays Neptune and his daughter, with all the wealth of the sea. The other depicts a sponge diver encountering a mermaid in the depths of the sea.



A Tarpon Springs, Fla., sponge boat hauled out for repairs, showing its design. All boats of the sponge fleet are built after patterns brought from the Mediterranean.

Sponges are gathered at from 75 to 120 fathoms by divers, and taken from shallow depths by hookers working with long rake-like implements. The sponge fleet now has nearly as many hooker boats as diving vessels.

Sponge fishing began in this country in 1849 at Key West when sponges were gathered along the shore line by hookers, and it became an industry in 1890 when John K. Cheyney outfitted the first hooker boat at Tarpon Springs. During the Spanish-American War, because of their fear of Spanish warships, the Key West sponge fleet took its cargo to Tarpon Springs for disposal, and the market there has grown ever since.

In 1905 the first divers were brought in by Cheyney and his associates from Greece. These divers brought their own diving equipment and plans of the boats used in the Mediterranean. From that day the industry has grown under Greek leadership.

The Florida sponge beds extend nearly the length of the west coast from Key West to St. Mark's light near Apalachicola, from one to 50 miles from shore. They produce four varieties of sponges, ranging in commercial value as follows: first, the sheepswool; second, the yellow; third, the grass; and fourth, the wire or velvet.

The "wool" or first quality is compact and tough in texture, its strength and toughness depending on the depth of the water.

The sponge, which has been an article of commerce since long before the Christian era, is only the skeleton of an animal that has adhered to the bottom of the sea. It is one of the lowest forms of marine animal life and is covered with a tenacious black skin. When alive and growing its cells are filled with gelatinous gray matter used in its reproductive process, and this is squeezed out to continue sponge life when the diver loosens the sponge with a sort of short-handled three-pronged rake and puts it into a rope bag swung over his shoulder.

The sponge brought to the surface is merely the skeleton of a marine animal, dark gray in color. The commercial color is obtained by bleaching in permanganate of potash. The age of a sponge is determined by its breadth, its growth averaging about an inch in diameter a year.

Sponge boats are 25 to 45 feet in length, brightly colored, wide amidships, with high bows to make them sit firmly on the water and ride the waves like a duck. They usually carry a crew of five, who work on a share basis. They are outfitted for voyages of 20 days at a time. They spend 10 months out of each year at sea, and July and January in port.

Getting the Greatest Value Out of Ice

O. C. Young, Pacific Fisheries Experimental Station,
Supplies the Answers to Many Questions About Ice

ARE you getting the greatest value out of your ice? Is "green" ice as good as dry or aged ice from proper storage? Is natural ice superior to manufactured ice? Which is the better refrigerant, coarsely crushed or finely crushed ice?

Fishermen often complain that they are sold what they call "green" ice; that is, ice just taken from the freezing tanks. This is a just complaint, because the outside of blocks of ice straight from the freezing cans must naturally be wet due to the thawing necessary to extract the blocks from the cans. Therefore when such blocks are immediately crushed and discharged into the hold of a vessel, wet particles of ice become intimately mixed with particles having a temperature well below the freezing point, and the result is a solid frozen mass when the fisherman subsequently comes to ice down his catch. Under such circumstances it is well nigh impossible to make a satisfactory job of icing down the fish; consequently fishermen have come to the conclusion that ice is improved by long storage and they object to the use of ice that has not been stored for some time.

Actually the period of storage has no effect upon the cooling capacity of ice, once equilibrium with its surroundings has been reached. What is of importance, however, is the temperature of the ice as it enters the hold. The lower this temperature, the greater is the cooling capacity of the ice, and the greater are its chances for remaining free-running in the hold; that is, the drier and more powdery it will remain, except for a frozen layer on the top and around the edges of the pile where warm air comes in contact with it. Consequently it is not essential to store ice longer than is necessary to refreeze the outer wet surface of the blocks and let the mass come to the temperature of the storage room.

There is some advantage to the fisherman, however, if the temperature of storage is maintained moderately low, because as already mentioned not only does the ice remain free-running and more convenient to handle, but each 3°F. lowering of the storage temperature adds approximately 1% to the cooling capacity of the ice. Although it may not be economically feasible to lower the storage temperature a great deal, in existing plants where the ice run-ways and crusher rooms are not refrigerated, the initial temperature of the ice should be sufficiently low to assure that the ice gets to the hold of the vessel in a dry state to guard against subsequently freezing together of the individual lumps or flakes.

Apart from the questions of "green" and aged ice and the temperature of storage, questions have also been asked about the comparative cooling capacities of natural ice, snow, very finely crushed ice, coarse ice and benzoic acid ice. These were all tested for their latent heat of fusion—that is, the quantity of heat required to change 1 pound of ice or snow to water at 32°F.

It was found that with the exception of frost taken from the coils in one of the storage rooms and snow, there is practically no difference between the various ices tested. Some fishermen have expressed the opinion that natural ice is superior to manufactured ice. This is very doubtful in the light of the above results, because natural ice could not exceed distilled water ice in its cooling capacity and the results for distilled water ice are not significantly higher than those for the manufactured ices. It may be assumed, therefore, that there is no practical difference in the latent heat of fusion or what is popularly called "cooling capacity" of the ordinary commercial water ices.

Somewhat lower results were obtained for the frost from the coils and snow, but even here the divergencies are insignificant from a practical point of view and may be disregarded.

The above results also show the unsoundness of the view that, because coarsely crushed ice lasts longer in the hold than finely crushed ice, it is better for cooling purposes. If the more finely crushed ice disappears faster in the hold it indicates that

it is absorbing heat more rapidly and therefore must be inducing a lower temperature, thereby serving its purpose better than the coarse ice would.

To further investigate this question of the relative temperature effects induced by chunk ice and finely crushed ice, the two kinds of ice were tested simultaneously in two adjacent air tunnels through which air was circulated at a constant rate. The same weights of ice were placed in each tunnel. In tunnel C the ice was in large chunks and in tunnel F the ice was comparatively finely crushed.

For over 2 hours the temperature of the air in tunnel F remained from 5°F. to 1.5°F. below that in tunnel C, because of the greater surface area exposed to the passing air. At the end of approximately 3 hours both tunnels were at the same temperature, showing that by this time roughly the same area of ice was exposed in both. After this the temperature of the air emerging from tunnel F rose about 2°F. above that in tunnel C. At the end of 7 hours all the fine ice had disappeared and only 11% of the coarse ice remained.

Since the object of taking ice on fishing trips is to preserve the fish, not the ice, and it is recognized that the lower the temperature the better the fish keep so long as freezing does not take place, the above results indicate that the finely crushed ice is better than coarse ice for preserving the fish.

Experiments similar to the above were conducted to compare various kinds of ices for the temperature induced and their lasting quality in melting tests. Distilled water ice was compared with tap water ice; freshly made ice with stored ice; clear ice with white ice or ice made without air agitation; and ordinary ice with benzoic acid ice. In no case was a significant difference observed so long as the initial size and temperature of the ice specimens were the same in a given test.

It may be assumed, therefore, that any differences found by fishermen in the cooling capacity of ices from different manufacturers are due to the temperature of the ice entering the hold and the degree of fineness of the crushed ice.

Eutectic Ice

For maintaining temperatures several degrees above 32°F., so far water ice is generally accepted as satisfactory in most respects; but for maintaining temperatures below 32°F. no one refrigerant has yet received general acceptance.

The storage and transportation of frozen comestibles demand temperatures much below 32°F. and technical investigations indicate that not only are low temperatures desirable but constancy of temperature is also highly desirable.

The method most commonly used to obtain temperatures below 32°F. for short periods of time is to mix ice and salt in various proportions depending upon the temperature desired. Theoretically a temperature of -6°F. may be obtained with salt and ice in eutectic proportions, but in practice that temperature is rarely approached. One disadvantage of salt ice mixtures, therefore, is the difficulty of obtaining uniform temperatures throughout the mass, and consequently a constant temperature of the comestible cannot be obtained. A further disadvantage is the low heat absorbing capacity of the mixtures.

Eutectic salt ice overcomes these two main disadvantages. First it has a constant melting point of approximately -6°F. and secondly it has a much higher heat absorbing capacity. The heat required to melt 1 lb. of eutectic salt ice at -6°F. is stated to be approximately 102 B.t.u. whereas the heat required to melt 1 lb. of a eutectic mixture of salt and ice was found in these laboratories to be about 83 B.t.u. It will be seen, therefore, that eutectic salt ice is much superior to salt ice mixtures where a low constant temperature is desired.

Solid carbon dioxide, in the first stage of its manufacture, is usually found in the form of very fine crystals resembling snow,

(Continued on page 10)

Maine Scallopers Seek Methods to Improve Beds

MAINE scallop fishermen, gloomy after several months of poor catches, are now looking to the Department of Sea and Shore Fisheries to improve their lot. A delegation from the fleet of draggers asked Commissioner Arthur R. Greenleaf to take some steps to increase the supply and suggested a Summer operation for treating the beds.

Greenleaf said that through such a plan all good scallop bottom along the coast would be cleaned of starfish and other enemies of the bivalves by a special drag. He said that the process had been used successfully in Massachusetts and other States and that his organization would undertake the work if sufficient funds are available.

Greenleaf said that the Maine scallop fishery, which used to engage 200 boats and several hundred men, had now been reduced to a negligible status. At times this Winter there were no more than 10 boats fishing along the entire coast, and Greenleaf believes that efforts should be made to revive the industry.

Canning Shrimp at Friendship

Large schools of shrimp are making their annual invasion of Maine coast waters and a number of fishermen are getting good catches.

The Portland firm of Burnham & Morrill has opened its clam factory in Friendship for the canning of shrimp and several boats are now running there. They are paying four cents a pound.

Biologist Appointed

Appointment of Leslie Scattergood of Seattle, Wash., as biologist for the Department of Sea and Shore Fisheries was announced by Commissioner Arthur R. Greenleaf on March 20. Scattergood, who has had considerable experience in various at the new State hatchery. Although he will devote most of his time to the study of lobsters, Greenleaf said that his services would be available, when needed, on other species.

Getting the Greatest Value Out of Ice

(Continued from page 9)

and for that reason it is called carbon dioxide snow. The current practice, however, is to compress this snow into blocks having a specific gravity averaging about 1.5. In this form it can be cut and distributed in corrugated cardboard cartons, and because of its unusual capacity of changing directly from a solid to a gas under ordinary conditions it is called "dry-ice," though it more resembles snow than ice in color.

"Dry-ice" changes from its solid condition to a gas at approximately -109°F . at atmospheric pressure and in doing so absorbs approximately 246 B.t.u. per pound. Since this sublimation temperature is much lower than is used in the holding and transport of comestibles, various means are used to control the rate of dissipation in order to maintain the desired temperature. The most common means is to place the dry-ice in a partially insulated container arranged so that the insulation may be varied to induce the proper temperature in the storage cabinet or transport vehicle.

The heat absorbing capacity of dry-ice is considerably higher than that for ice and salt and for eutectic salt ice. One pound of dry-ice will absorb 266 B.t.u. in changing from solid at -109°F . to gas at -6°F ., whereas 1 lb. of eutectic ice will absorb about 102 B.t.u. As the specific heat of carbon dioxide gas is approximately 0.20 B.t.u. per pound and that of the two resultant eutectic salt brines is about 0.79 B.t.u. per pound, the heat absorbing capacities for dry-ice, a salt ice mixture, and eutectic salt ice are: 275 B.t.u., 113 B.t.u., and 132 B.t.u. per lb., respectively. Water ice absorbs 144 B.t.u. per lb. at 32°F ., therefore at this temperature one pound of dry-ice is equivalent to 1.91 lb. of water ice, 2.43 lb. of a salt ice eutectic mixture, or 2.08 lb. of eutectic ice. It will be seen, therefore, that for many uses such as for short storage periods and the transport of frozen comestibles dry-ice has many advantages.



The "Frances Evelyn," a lobster smack of the "well" type, owned by Lew Kirby of Dennysville, Me. She is 51.7 x 14.7 x 6.2, and is powered with a 90 hp. 6 cylinder Fairbanks-Morse Model 36-A-51/2.

Good Money from Sand and Blood Worm Digging

The opening of the sports fishing season is going to mean about \$700 a day to the Maine coast during the next few months while a comparatively new and unique industry prospers. Anglers must have bait. Maine sand and blood worms serve this purpose well and according to Commissioner Arthur R. Greenleaf more than 200 men are now making from \$3.50 to \$7.00 a day each gathering them.

The bulk of the shipments go into New York and New Jersey markets to bait the hooks of the thousands of folks who go after the salt water species for the fun of it. Largest digging operations are on the thousands of acres of flats from Sheepscot Bay to Casco Bay, with a few being taken on other sections of the coast.

To Develop New Mussel Markets

A series of experiments in cooking, packing and shipping mussels have convinced Sea and Shore Fisheries officials that this variety of seafood has excellent commercial possibilities and they are laying plans for the development of new markets. Commissioner Greenleaf said recently that the experiments have been followed by test shipments to various parts of the country and that in most instances satisfactory reports have been received.

Start Scallop Season

The *Madeleine and Flora* and the *Louis Thebaud* started on their first scallop trips of the season during the latter part of March.

It is expected there will be about four boats in the scallop fleet from Rockland.

Great Scarcity of Lobsters

This Spring has witnessed one of the greatest scarcities of lobsters in recent years, with the fishermen getting 42c per pound for the few that have been hauled. A continued spell of bad weather has been a factor in causing this condition. The lobster market is being served mainly from the supplies in the pounds.

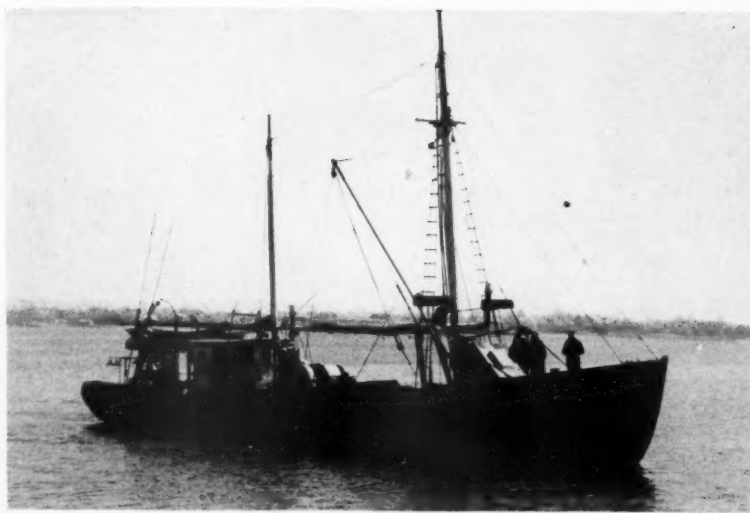
Would Develop Rearing Station at Beals Island

The Washington County Chamber of Commerce, anxious to secure Federal funds for the development of a lobster rearing station at Beals Island, near Jonesport, on April 8, requested Governor Lewis O. Barrows and Sea and Shore Fisheries Commissioner Arthur R. Greenleaf to assist them in their efforts. Newman Wilson of the Chamber said that the Maine congressional delegation had pledged its support of a measure which would provide the necessary money.

Through the plan a large pound on the southern side of the island, which is managed by Edmund Alley, would be purchased and developed at a cost of \$25,000. Built several years ago, the plant can handle 500,000 pounds of lobsters.

Burnham & Morrill Starts Packing Season

To start the packing season at the Burnham & Morrill plant at East Deering, the O'Hara beam trawler *Notre Dame* was due in Portland on April 4. After taking out about 250,000 pounds of fish at this plant she was expected to shift to Union Wharf to sell the remainder of her fare of mixed fish, expected to total 40,000 to 50,000 pounds, to F. J. O'Hara & Sons, Inc.



The "Acushnet", owned by Capt. Dan Mullins of New Bedford, Mass. She is powered with a 110 hp. 4 cylinder Atlas Imperial Diesel engine.

Gloucester Mackerel Fleet To be Small This Year

DISCOURAGED by the "financial jinx" which has been following the mackerel fleet for the past few years, skippers who have pursued seining for many years are hesitant over making an early start this season. Most of the fleet will wait until the last week of April before beginning their search off the coast of Virginia.

The fleet will be reduced by 33 per cent, according to present indications. The Italian fleet is expected to comprise practically the entire mackerel fleet, with possibly a few exceptions.

Vessels getting ready for mackerel seining are the *Elizabeth and James*, Capt. Allan Worrall; the *Noami Bruce III*, Capt. Oliver Tysver; *Frankie and Rose*, Capt. Joe Sinagra; *Salvatore & Rosalie*, Capt. Tony Frontiero; *Hoop-La*, Capt. Joe Cotone; *Capt. Drum*, Capt. Jack Arguso; *Bethulia*, Capt. Joe Curcuro; *Serafina N.*, Capt. Sam Nicastro; *Santa Maria*, Capt. Peter Mercurio; and *Jackie B.*, Capt. Bert Hemeon.

"Thebaud" Damaged by Gale

The *Gertrude L. Thebaud* arrived in Gloucester on March 19 for repairs to damage sustained while she was riding out an 80 to 90 mile gale off Yarmouth.

One sea caused all the damage and the men saw it coming and dived below—all but those men who were at the wheel. Tons of water poured upon the deck and the 14 dories were nearly lost as the cradles were ripped away. All hoops which linked the riding sail to the mainmast were torn loose. All windows of the pilot house were smashed to bits and glass endangered those within.

However, thanks to the stout timbers and fine sailing qualities of the ship they were able to ride out the storm, which lasted for 24 hours.

Louis A. Thebaud

Louis A. Thebaud, 79, philanthropist and sportsman, died on April 2 at Morristown, N. J.

He and his first wife, the late Mrs.

Gertrude L. Thebaud, were interested in boating, and with Gloucester fishermen sponsored the building of the racing craft *Gertrude L. Thebaud*, which competed with the *Bluenose* of Nova Scotia in international races.

A few years after the World War, when Capt. Ben Pine was seeking donations to build a fishing schooner to race the *Bluenose*, Mr. Thebaud came forward with a check for \$20,000 and gave it to Capt. Pine. Several years later Mr. Thebaud turned the schooner over to Capt. Pine and his associates, who have been racing her against the *Bluenose* for 10 years.

Mr. Thebaud was of French parentage and from obscurity rose to a \$147,000 a year position with the Mutual Life Insurance Company of New York.

Pay Increases at Gorton-Pew's

Pay increases from 1½¢ to 13¢ an hour have been announced by the Gloucester Seafood Workers' Union and recommendation of union membership by the company, in their second contract with

the Gorton-Pew Fisheries Corp., was approved by the union at a meeting held last month. The new rate of pay began April 1.

By the new contract the fillet workers are to be increased from 70 cents an hour to 72 cents an hour. The increases gained amounts to \$21,500 a year from the one company. Similar contracts are to be made with Cape Ann Cold Storage Co., Davis Bros., Gloucester Fillet Co., Chas. F. Mattlage & Sons, Producers Fish Co., and any company which may operate at the new State Fish Pier.

New Pier to Be Insured

Members of the Gloucester Pier Association, Inc., met last month and voted on a motion that the directors of the Association insure the building and pier against fire in the amount of \$400,000, subject to the approval of John Ryan or his agent and the willingness of the Gloucester Ice & Cold Storage Co. to assume the cost of the premiums for this year.

The Association also voted to carry public liability insurance with \$25,000 any one person and \$50,000 any one accident and \$10,000 property damage at a cost of \$500 annually.



The "Restless", Capt. James A. Nickerson, is the second oldest active fishing schooner out of Gloucester, Mass., having been in service 51 years. She is powered with a 95 hp. Wolverine Diesel engine.

North Carolina Menhaden Fleet Moves to the Southward

By Gardner Lamson

THE menhaden fleet of approximately 20 vessels, which supplies fish for the oil industries along the coast, has moved from Beaufort and Morehead City to Florida for the Spring season. The menhaden industry in North Carolina is a million dollar business. In the Spring the fleet moves to Florida and later in the season shifts back northward to New Jersey before returning to the North Carolina coast for the Autumn.

Morehead City

Sound Fish & Oyster Co. recently started operating a wholesale fish packing and filleting business at Morehead City. The company is managed by Zion Mason, formerly manager of North Carolina Fisheries, Inc., and is located in the plant previously used by Ben Gray for oysters. The Gray plant was bought by D. Strickland, of the Sound Fish & Oyster Co. Gray has moved to the old George Adams house, where he is carrying on a fish and shrimp business.

Charles Tolson, Morehead City, states that the fishing business last Winter in Morehead was fairly good, with improvement shown over the previous year. Prices were good and the species landed were mainly gray trout, croakers, and sea mullet.

Soft Shell Crab Season

R. R. Barbour, Morehead City, recently started shipping soft shell crabs, season for which has just begun in North Carolina. Last season he shipped between 400 and 500 dozen soft crabs. Barbour also produces steamed hard crabs, live hard crabs and crab meat. Twenty white pickers are employed in his plant, which has been in operation at the present location for five years. The business was originally established in 1924. His plant is one of two that picks and cooks crab meat in North Carolina. Barbour reports a fairly good scallop season with a larger supply than last year.

Atlantic, N. C.

Approximately 50 boats are now fishing from Atlantic, N. C. which, added to the fleets from Morehead City, Beaufort and Ocracoke, made up a fleet of between 175 and 200 boats fishing in this section. Within another month about half of these boats discontinue commercial fishing and carry on party fishing throughout the Summer.

Shell Distributors

Coastal Oil Co., Shell distributors, operate in Morehead City, New Bern, Bayboro, N. C., and Jacksonville, Fla.

Abolish Small Nets

After April 1 the State Department of Fisheries of North Carolina will confiscate all nets under 2½ inch stretched mesh. It is claimed that the abolishment of small nets will insure better fish of superior quality.

Crab Report

Delmar Lewis, crab buyer at Marshallberg, N. C., reports that the boats out of this port are catching more crabs than ever before. There is a fleet of over 50 boats, mostly of small size, which are carrying on trotline fishing, and during March averaged about 20,000 pounds of crabs per day. A record catch of 41,000 pounds was landed in one day on March 7. Most of these are hard crabs, although soft crabs are beginning to appear. The fishermen were being paid about \$1.40 per hundred, which is considered a fair market, and some boats were earning as much as \$33 per day. Many of the crabs from this point are being shipped to W. G. Ruark & Co., Belhaven.

"Green Top" Crabmeat

W. G. Ruark & Co, Belhaven, operators of one of the largest crab factories on the coast, opened their new plant on March 1, and will employ 225 crab pickers. Approximately 400 barrels of crabs per day are being handled in producing the company's Green Top brand crab meat.



The Florida shrimp trawler "Peerless", 40.6 x 12.6 x 4.2, owned by J. G. and M. J. Carinbas of Mayport. She is powered with a Superior MRA-4 Diesel with 3:1 reduction gear and equipped with a 34 x 24 Columbian propeller.

Louisiana Concern May Build Freezing Plant

IT is reported that the Gulf States Freezing Corp. is interested in building and operating a quick freezing plant on the river front in Berwick, La. If plans mature, a \$100,000 plant will be erected by this firm, which has, it is reported, already purchased a plot of ground on Berwick Bay.

According to the plans and specifications, the plant will be able to freeze 50,000 pounds of shrimp per day, manufacture 50 tons of ice per day and have a storage capacity of 500,000 pounds.

A quick freezing plant at Berwick would aid materially in getting better prices for shrimp since it would be possible to quick freeze them and put them in storage until the best possible market conditions existed.

At the present time the price being paid for shrimp on the New York market is so low that packers cannot sell at a profit. However, with a quick freezing plant operating at approximately 1c per pound cost for freezing, packers would be in position to operate more profitably and it would provide more employment.

New Shrimp Trawler Launched

On March 23 the Pullen Shipbuilding Co. of Houma launched a 53 ft. sea-going shrimp trawler for L. D. Turner of Morgan City. She has a 16 ft. beam and draws about 6½ ft. of water.

Workmen have been working on the boat for about three months in order to finish her for the shrimp trawling season. This is the first boat of its kind to be launched in Houma, and many people were on hand to witness the launching, which was delayed considerably by the height of the boat and the size of it. Mr. J. A. Pullen, owner of the shipyard, was in New Orleans at the time of the launching purchasing the necessary engines and other equipment necessary to outfit the boat.

Florida Oyster Producers Meet

Florida oyster producers met in Tallahassee March 28th to discuss their business problems and recommended a State inspection tax on oysters imported from other States.

They would have this fee used to enforce strict health regulations and to prevent unlicensed handling of oysters.

Officers for the coming year were elected as follows: President, W. F. Randolph of Apalachicola; Vice President, F. F. Meyers, of Jacksonville; Secretary, L. E. Wesson, Jacksonville; Treasurer, Miss Laurine Goffin of Fernandina.

Maryland Crab Fishermen Anticipate Good Season

By Edward Bowdoin

THE soft crab season opens in the Maryland waters of the Chesapeake on May 1. The tidewater sections of the State are looking forward to a good season. The watermen say there has been no cold and hard freezing weather to kill the crabs and there should be a large supply.

Crabs are the most profitable seafood in the Chesapeake and more people are employed and more money realized on them by both the catchers and packers.

New York commission firms have assured the packers that upon the opening of the World's Fair there will be a tremendous increase in the demand for crabs, as many of the restaurants and eating places on the grounds have already put in advanced orders.

Oyster Conditions Improving

The report of the State Conservation Commission has just been issued and while the past oyster season for dredging closed March 15, and the entire season closes on April 15, with an allowance until April 24 to dispose of stock on hand, the report states an increase in production. During the three years prior to 1935 the yield was 5,613,734 bushels, while the three years following the production was 8,768,681.

The report also states that the low prices and unseasonably warm weather last Fall causes the demand for oysters to drop to a minimum. Not only the dredge-boat crews but also the packers had a less profitable season than for several years.

However, the Commission believes the excellent condition of the various oyster rocks in the State and the abundant supply of young oysters on them means that the Chesapeake Bay will continue to produce oysters of improved quality at increasing high levels.

\$40,000 For Oyster Advertising

The Maryland legislature, which closed on the last day of March, appropriated \$40,000 to be spent in advertising oysters as a food for the housewife. There have been more oysters this season than the demand, so Maryland has decided to give this important seafood product wide publicity.

Commercial Season Underway

The end of last month saw the commercial fishing season for shad and herring well under way in Crisfield. Due to the fact that the Winter has been milder than in several years the sea-



View in the new, up-to-date brick building of the Milbourne Oyster Co., Crisfield, Md., showing a section of the picking room of the crabmeat packing plant. The tops of the tables are stainless steel.

son began earlier and promises to be the most successful one in some time.

Preparations for the fishing season have been going on for some time, with many of the fishermen beginning to get their equipment in shape early last month. Boats have been and are being repaired and painted and put into first-class condition, equipment has been overhauled, and pound stakes, to which the nets are attached, have been put down.

Packing houses have been gone over and necessary repairs made so that there will be no delay when the season gets under way in real earnest.

High Price for Hard Crabs

Hard crabs brought as high as \$4 a barrel during March. A very high price for this commodity. On April 1 the Virginia and Sinepuxent Bay crabbers began trot-lining and as Crisfield is the local market for them, this will cause the price to go down.

New Menhaden Vessel Launched

The Quinn Menhaden Fisheries launched a new fishing steamer at the Pascagoula, Miss., factory, named the *L. C. Quinn, Sr.* This is the name of the father of Wallace M. Quinn, president of the Quinn Fisheries. L. C. Quinn, Sr., is also senior editor of *The Crisfield Times* of Crisfield, Md.

Blames Trawlers for Fish Scarcity

Worried by a scarcity of fish which has grown more serious each year over a period of several years, accompanied by a progressive decrease in their income, Matthews and Gloucester pound-net fishermen are seeking desperately for the cause and a remedy therefor.

Capt. Eugene Armistead of Peary, 54 years a fisherman, firmly believes that shad are frightened away from the mouth of the Bay by the operations of trawlers.

Capt. Armistead recently wrote to G. Walter Mapp, Commissioner of Fisheries, and asked that a special meeting of the Commission be held to consider the problem and an attempt be made to break up illegal trawling within the three-mile limit.

Commissioner Mapp replied to Capt. Armistead's letter and invited him and all fishermen interested to appear before the Commission at its regular meeting in Newport News on March 28. Commissioner Mapp said that he had had the matter up in a meeting of the Virginia Trawlers some time previous, at which time they promised him they would not trawl within the Capes and would help prevent others from trawling.

Landings at Fass Plant

Isaac Fass, of Isaac Fass, Inc., Portsmouth, reports that a fleet of 17 Northern boats has been landing fish at their plant during the Winter. Fish receipts have been light, partly due to bad weather. Prices have been high. Fluke has been landed in large quantities, more being received than in several years past.



The "Silver Slipper", a demonstration boat owned by the Yancey Tractor Co. of Brunswick, Ga. She is 43 x 13 x 4, powered with a Caterpillar Diesel engine Model D 4600, 55 hp., 1500 rpm., with 2:1 reduction gear; equipped with a 28 x 22 Hyde propeller.

Great Lakes Has New Commercial Fishing Zones Established

By John E. Hubel

IN line with the re-zoning of the fish cultural districts throughout the United States, the Middle Western district is now receiving attention. Glenn C. Leach, Chief of the Division of Fish Culture of the Federal Government at Washington, recently visited the Great Lakes district in the interest of the reorganization, on an inspection tour which included the entire Mississippi valley. Wisconsin has been placed in Zone 2, and this district is now in charge of Regional Director C. F. Culler, with headquarters at LaCrosse, Wisconsin, located on the Mississippi. Director Culler accompanied Chief Leach on the Midwest inspection tour.

The new arrangement, which went into effect this month, will give the Regional Director more time to the study of the important phases of fish cultural work, according to Mr. Leach, and enable the Director to keep in closer contact with other States and organizations that are interested in the furtherance of fish cultural activities. By making a more intensive study of the problems in his section, the Regional Director should be in a position to suggest many improvements in fish cultural methods, and keep in closer contact with the Bureau's production units.

Steps are now being taken at Duluth, Minnesota, to make considerable improvements to the hatchery for commercial species of fish at that point for the purpose of handling more efficiently the eggs of the whitefish and lake trout.

Work Being Done at Charleroi, Mich.

At Charleroi, Michigan, the Bureau is co-operating with the State Conservation Department in the lake trout operations. The Charleroi hatchery will be utilized for the purpose of holding a large number of small lake trout and feeding them throughout the Summer months, with the idea of releasing the fish some time during September or October when they have reached a length of three or four inches. It is believed that by utilizing the Bureau's equipment for such purposes more satisfactory results will be obtained. Under the old plan of operation, the small lake trout were released when they were about one inch in length, which was approximately the time when the natural food supply contained in the yolk sack was absorbed.

Put-in-Bay, Ohio

It is reported that at Put-in-Bay, Ohio, the U. S. Bureau of Fisheries is co-operating very closely with the State Conservation Department, and it is believed that more satisfactory results will be obtained in the production of whitefish at that point.

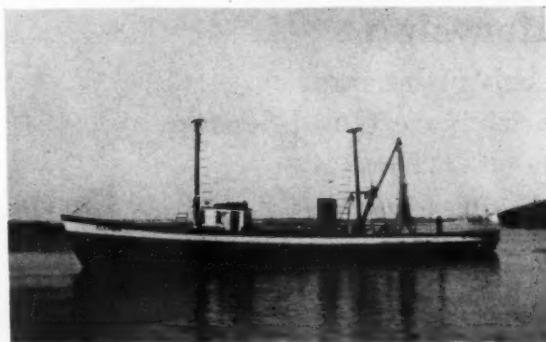
Other Zones

In addition to the No. 2 zone established in the Wisconsin district, other districts which have been or will be set up are: No. 1 region will be along the eastern seaboard, with headquarters at Washington, D. C. No. 3 zone will cover the district west of the Rocky Mountains, with office at Seattle, Washington. In each district the duties of the organization will be similar to those described for Wisconsin and the Mississippi valley territory, each in charge of a Regional Director reporting to Washington, D. C.

Wisconsin Commercial Fishermen to Meet

Sheboygan and Green Bay, Wisconsin, two great commercial fishing ports, are to be the meeting places of County committees of the State this Spring, for the purpose of adopting a plan of uniform regulation for the commercial fishing industry of Wisconsin. The first meeting will be held May 28th at Moose Hall in Sheboygan, according to the Conservation Department of the State at Madison. Both of the meeting places mentioned are located on the Great Lakes (Lake Michigan).

As a great deal of dissatisfaction with the present regulations in force in Wisconsin has been expressed, very interesting meetings are expected. At such meetings plain talk regarding com-



The "Elkhorn", a yacht rebuilt into a dragger, owned by Gennara Montagna of Ocean City, N. J., and skippered by Capt. Pasquale Montagna. She is 104 ft. 11 in. long, 15 ft. 4 in. wide and 6 ft. 6 in. draft, is equipped with Exide batteries, General Electric generator, and Columbian rope, and uses Essomarine lubricating oil.

mercial fishing conditions is usually heard, as that is the purpose for which the meetings are called.

Big Run of Ciscoes Predicted

Commercial fishermen operating out of Ohio ports on Lake Erie are preparing for a busy season as a heavy run of ciscoes is anticipated.

Ciscoes almost disappeared completely ten years ago when many claimed they were entirely exterminated, but in the past few years they have been rapidly increasing in number and figures show a production of approximately 285,000 pounds in 1937 and slightly over 2,000,000 in 1938.

A production of 4,000,000 pounds is predicted for the coming season. Last season the fishermen used gill nets with a three-inch mesh and the fish were all a uniform size. However, many of the fish were a little too small for the size mesh and slipped through. It is believed that if the number of fish that got away is any indication of what the fishermen will get this year, it is safe to say that production should be just about doubled. The fish that were lost last year and the others of the same size that escaped the nets entirely will have grown to a point where it will be impossible for them to work their way through the meshes.

Says Fish Propagation Wasted Effort

Everett LaFond, Two Rivers commercial fisherman, appearing before a joint legislative committee at Madison March 13 for a bill to abolish the present six-member State Conservation Commission and office of director, in favor of a single commissioner to be appointed by the Governor, said the only way to improve fishing conditions in Wisconsin's inland lakes is to get the big fish out of the lakes.

LaFond charged that the department's program of fish propagation, which has resulted in the planting of more than a billion baby fish during the last year, is a "worthless wasted effort."

Loan Office for Fishermen Set Up

Orin Thorsen, Minneapolis examiner for the disaster loan section of the RFC, set up an office at the Menominee, Mich., city hall March 14 for the purpose of interviewing local and Marinette, Wis., commercial fishermen who are desirous of obtaining loans with which to rehabilitate themselves in fishing operations. Losses of thousands of dollars were suffered in February when disastrous winds carried fishing equipment out in the bay.

New Fishermen's Committee Named

Ozaukee County commercial fishermen meeting February 22 at the court house in Port Washington named a committee consisting of Joseph Cayner, Earl Godersky and Harry Klein to represent the group at Madison.

The meeting voted against a one and one-quarter pound dressed size limit on trout and recommended that size be determined by measurement. They also approved legislation providing that anyone smoking undersized lake trout or whitefish be fined \$25 to \$100 or 10 to 30 days in jail.

Vineyard

Fishermen Oppose Recodification of Fishery Laws

By J. C. Allen

SPRING looms close aboard as this log is written up, and there are plenty of local inhabitants in this neck of ocean who are mighty glad to see it come. The way the elements have acted up during the past few weeks, there has been a serious doubt in the minds of many a man, if he would be able to ride it out until Spring arrived.

Fisheries continue to be as peculiar as ever in these latitudes, and for some unknown reason, the crazy weather seems not to have affected things much. True, we lost the mackerel school, but we had kept it months later than was ever known before. But our local lads, fishing in moderately damp spots, not too far from the trans-Atlantic steamship lanes, have been bringing in scup, butterfish, Summer flukes and odds and ends of every cussed thing under the sun along with the time-honored blackbacks and yellow tails, cod and haddock.

Sportsmen Seek Recodification of Fishery Laws

On top of weather, the big corporations which seem aiming at the extermination of the independent fisherman, the sportsmen have the say. Recodification of the Massachusetts laws on marine fisheries has been ordered, and the committee's report has been filed. A hasty glance through the pages of this report inspires thanks that Massachusetts sea-skimmers are represented at Beacon Hill by men who have some common sense and reason, and who refuse to be stampeded by propaganda. The committee has asked for more time and more evidence, before clamping down in such a way as to further hamper the commercial fishermen, and our own representative, Joe Sylvia, has done his part in this.

The subject of extermination of fish always raises an argument anyhow, and pinned right down to brass tacks, nobody is willing to declare himself as knowing the first cussed thing about it. During the past fifty years, the hue and cry has been raised that the cod were exterminated, the mackerel, the squiteague, the bluefish, the haddock. Now all hands know that the cod came back bigger and better than ever. The mackerel did the same, and likewise the bluefish. What the haddock will do remains to be seen, but whether they do or do not, there are plenty of local lads who fail to see justice in casting ashore or on rocks the only class of men on the coast, or maybe in the country, who have not been clamoring for relief of some sort during the depression.

Lobstering Starts

Lobster pots are due to go overboard here now any day, and will be fishing long before this report gets into print. This is an industry that has suffered, perhaps from the otter-trawls, perhaps not. But the gear is going in just the same, because there are still people living who would rather pay forty cents for a real New England lobster than a quarter for a tail off a blasted African crawdad.

But Spring Is Here!

But what the hell; 'tis Spring, looming close aboard, as we noted at the forward end of the column. Spring, by the jumped-up Judas, when every man from seven to seventy feels new hope spring up under the tattooed mermaid on his chest. The fish didn't run too hot a year ago, and they may not run any better this year. The hurricane carried off cussed near everything that was left at the end of the season, and maybe there'll be another one this year; probably not, and so all hands hope. But in any event, however runs the luck, the New England fisherman can still stand up on his hind-legs and assert his independence. And there is nobody listening with a gun and warrant ready, if he hauls off and blasts the government, in the event that he holds Democrats or Republicans responsible for his misfortune. No, it's a pretty damned good country at that, filled with pretty damned good people, and Spring hauls abreast; let's thank the Lord.



The auxiliary schooner "Ranger II" of Westchester, N. Y., owned by Capt. M. B. Clark. This boat is now operating in Florida waters, and is powered with a 40 hp. Palmer engine. She is 60 x 14½ x 5.

Fulton Market Wholesale Prices

Specie	March 1-11	March 12-18	March 19-25	March 26-31
Bluefish	.18-.35	.18-.32½	.12½-.35	.08-.17½
Butterfish	.05-.10	.04-.05½	.05½-.11	.03-.05
Codfish, steak	.05-.10	.06-.11	.05-.10	.05-.10
Codfish, market	.03-.08	.04-.07	.04-.07	.03-.06
Croakers	.02-.04½	.05-.10	.03½-.06	.05-.05
Dabs	.. ..	.03-.05½	.03-.07	.03-.04
Eels	.10-.18	.. ..	.08-.16	.06-.14
Flounders	.02-.13	.02¼-.14	.02½-.14	.02-.08
Fluke	.02½-.12½	.05-.14	.03-.14	.03-.11
Haddock	.04-.08	.03½-.08	.03-.08	.02½-.04
Hake	.05-.06	.. ..	.04-.04	.03-.08
Halibut	.17-.25	.23-.27	.18-.20	.16-.30
Kingfish	.07½-.11	.09-.10	.10-.11	.07½-.10
Mackerel	.. ..	.15-.15	.16-.16	.14½-.14½
Muttonfish	.10-.15	.08-.15	.10-.11	.. ..
Pollock	.04-.06	.04-.05	.04-.06	.02-.05
Pompano	.50-.55	.40-.60	.48-.50	.45-.50
Salmon, Pacific	.09-.15	.08½-.13½	.11½-.13	.. ..
Scup	.03-.07	.06-.09	.03-.07	.01½-.04
Sea Bass	.12½-.15	.03-.14	.03½-.12½	.01½-.09
Sea Trout, gray	.06-.10	.. ..	.10-.18	.. ..
Sea Trout, spot'd	.20-.25	.12½-.25	.18-.25	.16-.23
Red Snapper	.. ..	.13-.14	.. ..	.08-.12½
Sole, gray	.02-.09	.03-.10	.03½-.09	.04-.07
Sole, lemon	.10-.12½	.12½-.15	.10½-.15	.07-.08
Striped bass	.06-.22	.12-.18	.11-.16	.06-.16
Tilefish	.06½-.07½	.08-.09	.06-.08	.. ..
Whiting	.04-.06	.01-.05	.02½-.05	.01-.04
White Perch	.06-.18	.06-.10	.04-.08	.02-.10
Yellowtails	.02-.08½	.04-.10	.01½-.08	.01½-.05
Clams, hard	1.25-2.50	1.25-2.25	1.25-2.50	1.25-3.75
Clams, soft	1.00-1.50	1.00-1.50	.75-1.50	.75-1.50
Conchs	1.50-2.50	.. ..	1.75-2.00	1.00-1.00
Crabs, hard	1.00-1.50	.75-1.50	1.00-1.75	1.00-1.75
Crabs, soft	.. ..	1.00-1.00	.25-1.25	.30-1.50
Crabmeat	.35-.80	.48-.80	.45-.75	.45-.75
Lobsters	.45-.69	.48-.75	.. ..	.50-.76
Mussels	.50-1.25	.75-1.25	.75-1.00	.75-1.00
Scallops, bay	2.75-5.50	2.75-2.75	2.25-3.00	2.25-6.00
Scallops, sea	1.50-1.75	1.50-1.65	1.50-1.75	1.25-1.75
Shrimp	.08-.30	.10-.24	.12-.27	.11-.25
Squid	.05-.05	.04-.04	.03-.04	.03-.03

New Boat Operating

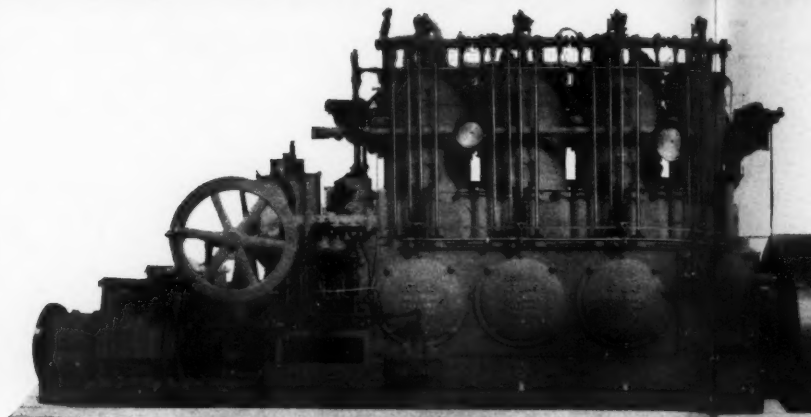
Joseph Sabella, Inc., is agent for the *Gloria F.*, a new fishing boat operating out of Fulton Market.

Atlas Powers Majority of

Honor Roll



Boat	Length	Owner	Atlas Diesel
Addington	54.3'	Magnus Jacobsen	75 H. P.
Aleutian	62.5'	Paul M. Pedersen	125 H. P.
Allak	40.6'	Anton Pedersen	45 H. P.
Alma	56.2'	Henning Woog	75 H. P.
Aloha	50.0'	A. Langnes	40 H. P.
Antler	55.5'	John Pederson	75 H. P.
Arctic	55.2'	Paul Stamres	75 H. P.
Argo	50.4'	P. Nelson	75 H. P.
Arthur H.	72.8'	Egil Hansen	200 H. P.
Asta	40.0'	Mike Ness	45 H. P.
Atlantic	62.1'	John Gerde	75 H. P.
Atlas	58.5'	John Monsen	65 H. P.
Altu	50.5'	P. Pettersen	125 H. P.
Bernice	50.7'	L. C. Sunde	65 H. P.
Bonanza	52.4'	R. A. Ringstad	75 H. P.
Brisk	59.8'	Amund Knutsen	90 H. P.
Constitution	64.0'	Ole Birkvold	135 H. P.
Dafly	53.7'	C. M. Rolie	75 H. P.
Dawn	39.9'	Ed Halset	45 H. P.
Eastern	50.2'	I. Gjelseth	50 H. P.
Eleanora	44.0'	Steen Pedersen	36 H. P.
Ethel S.	50.7'	R. Selset	75 H. P.
Excell	55.2'	John Molver	75 H. P.
Excell II	68.0'	Olat Roald	160 H. P.
F. C. Hergert	55.8'	C. Svendsen	50 H. P.
Forward	47.5'	Sigurd Jacobsen	50 H. P.
Garland	40.0'	J. C. Bustness	45 H. P.
Garry Lee	40.1'	I. A. Garrison	60 H. P.
Gony	41.4'	Louis M. Reeland	45 H. P.
Grant	61.4'	Jacob Knutsen	100 H. P.
Hoover	56.8'	N. O. Ulvang	75 H. P.
Husky L.	36.8'	Paul Lee	45 H. P.
Ideal	47.0'	Ole Sether	45 H. P.
Ilene	59.0'	M. Madsen	90 H. P.
Ionic	53.6'	C. Erlandsen	75 H. P.
Irene J.	41.2'	Ingvald Jacobsen	60 H. P.
Jane	49.7'	P. H. Tolt	50 H. P.
Kingfisher	57.0'	Howard Giske	75 H. P.
Lane	41.6'	Rasmus Kvinge	45 H. P.
Lindy	70.4'	P. P. Sather	150 H. P.
Lituya	58.0'	H. Jensen	65 H. P.
Magnolia	56.0'	H. Nordness	65 H. P.
Majestic	60.4'	Carl Abrahamsen	65 H. P.
Mariner	49.7'	B. H. Flaaten	65 H. P.
Middleton	48.4'	G. M. Isaacson	65 H. P.
National	51.4'	Ole Arseth	65 H. P.
Neptune	57.4'	H. Giske	100 H. P.
Norrana	49.1'	Emil Nilsen	65 H. P.
Northern	66.5'	Arne Larsen	170 H. P.
Omaney	66.5'	J. Courage	135 H. P.
Orbit	49.3'	Alfred Janqard	50 H. P.
Pierce	37.9'	N. M. Nilsen	45 H. P.
Pioneer III	49.8'	Edvin Eliassen	75 H. P.
Polaris	76.0'	Arne Einmo	170 H. P.
Resolute	66.1'	Jacob Bassi	110 H. P.
Selma J.	40.8'	Knute Rodal	45 H. P.
Sentinel	47.6'	L. P. Sunderland	65 H. P.
Sitka	73.0'	Wm. Doucet	110 H. P.
Sonja	57.0'	Chris Nelson	75 H. P.
Spray	49.0'	William Selset	75 H. P.
Sunde	72.7'	Egil Eriksen	180 H. P.
Sunset	59.8'	Carl Johannesen	100 H. P.
Superior	55.9'	Neis Forde	75 H. P.
Swift II	44.6'	Konrad Uri	60 H. P.
Tacoma	54.4'	A. Nelson	100 H. P.
Tillikum	47.0'	Alfred Vikan	65 H. P.
Tongass	61.7'	Nels Stangvik	100 H. P.
Tordenskjold	62.5'	Carl Serwald	100 H. P.
Tuscan	46.0'	A. W. Angelsen	50 H. P.
Visit	39.6'	Alfred Skog and P. Aspen	45 H. P.
Westerstad	40.0'	Nell Burton	45 H. P.
Western	62.4'	George Eliassen	75 H. P.
Wizard	65.6'	Peder H. Jorgensen	110 H. P.
Woodrow	48.3'	J. Mickalsen	50 H. P.
Zarembo	41.1'	P. K. Sather	50 H. P.



On the Atlantic, Gulf and Pacific Coasts are many privately owned fleets of work boats and fishing boats, comprising from five to twenty-five —all powered by Atlas Diesels. In these individually owned fleets the preference for Atlas Diesels is often the judgment of the man who writes the checks. Sometimes the choice of a small group of men.

In the Seattle Halibut Fleet we find an aggregation of individually owned fishing boats which constitutes one of the largest Atlas Diesel powered fleets afloat. Among the owners of 174 Diesel and Oil Engine powered boats there are bound to be differences of opinion as to boat designs and power plants.

Boat designs fall into two classes which are illustrated on the right. The "Seattle Type" resembles the conventional purse seiner, with pilot house forward and fish hold aft the pilot house. The two mast halibut schooner type, with fish hold forward, constitute the second type. With these two types there is a variation in size, but in each class the boats run true to form.

In this fleet of 174 halibut boats, thirteen different makes of Diesel and Oil Engines are represented. In powering 75 boats, Atlas is the undisputed leader. The nearest competitor powered 25—making Atlas a 3 to 1 favorite. Atlas powered exactly the same number of boats as six leading competitors put together which makes Atlas a 6 to 1 favorite. All of this proves that "Fifty Million Frenchmen Can't be Wrong!"

ATLAS IMPERIAL DIESEL ENGINE COMPANY

EASTERN DIVISION
115 Broad Street,
New York, N. Y.

CENTRAL DIVISION
228 No. LaSalle Street,
Chicago, Illinois

Gloucester — Providence — Philadelphia — Baltimore — Charleston — Jacksonville —
Tarpon Springs — New Orleans — Fort Worth — Houston — El Paso — Terminal Island —
Seattle — Portland — Vancouver — Ketchikan — Honolulu — Manila

ATLAS IMPERIAL

of Pacific Coast Halibuters

privately owned fleets
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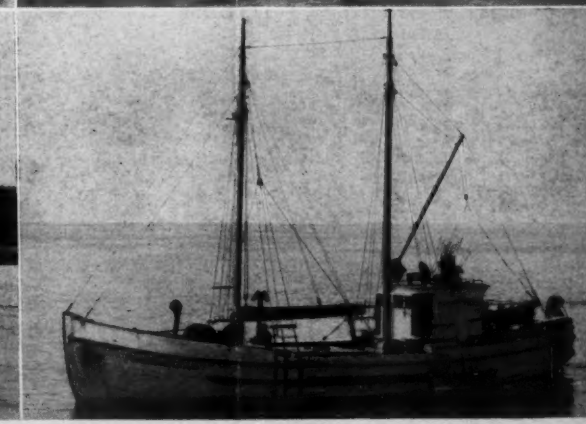
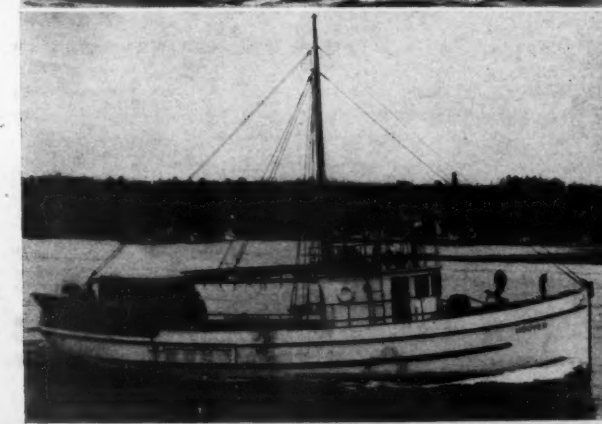
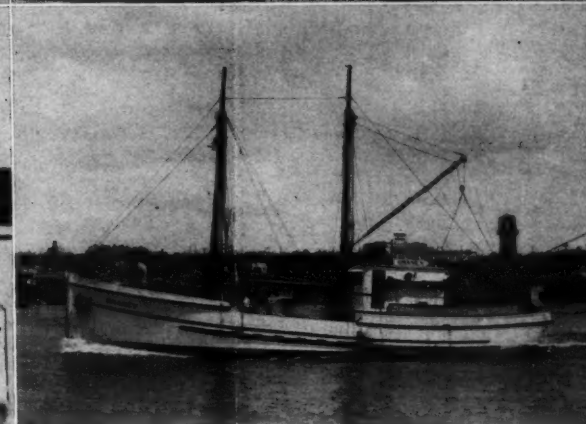
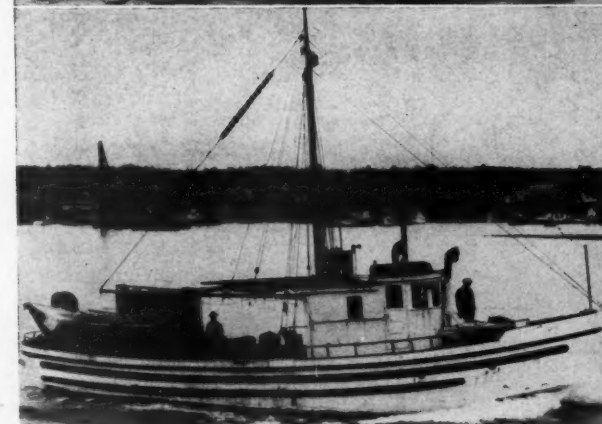
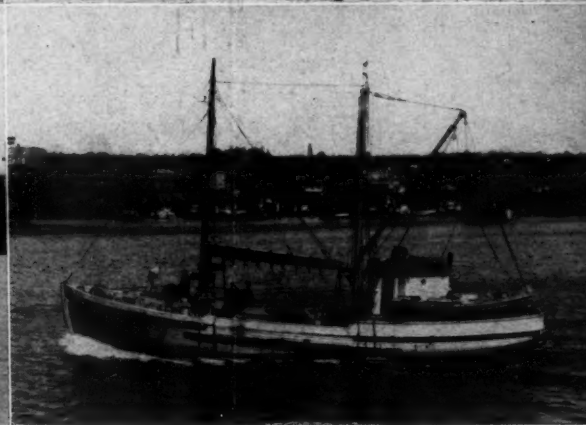
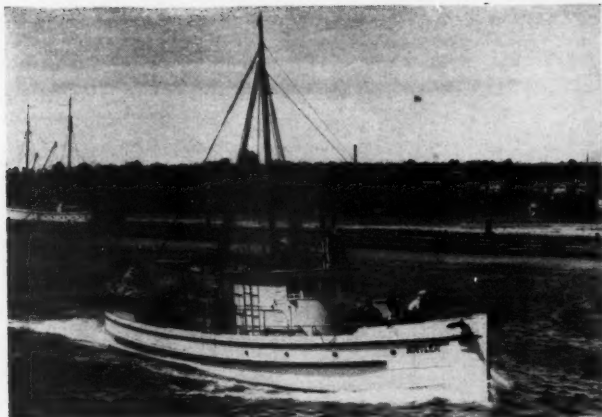
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E COMPANY

WESTERN DIVISION
19 Nineteenth Avenue,
Oakland, California

on — Jacksonville
El Paso Terminal Island
Honolulu Manila

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Massachusetts Fisheries Association on Marketing Committee

THE New England Marketing Committee is a new committee that has been formed by the New England Council for the purpose of studying the conditions surrounding the marketing of foods, endeavoring to plan such marketing in a way that serious gluts will not work hardship on the producers, and in general to improve conditions for consumers, distributors and producers.

Definite plans have been made to make some tests in marketing and thus learn what would apparently be the best way to serve in this matter.

This move is not on the part of any one group, but the Committee personnel is made up of all branches of industry; that is, production, manufacturing, distribution, retailing. Therefore any plans emanating from the committee will have had careful consideration from the viewpoint of all who must be concerned in the distribution of food.

E. H. Cooley, Manager of the Massachusetts Fisheries Association, is a member of the Committee.

Boston Fish Pier Landings for March

(Hailing fares. Figure after name indicates number of trips)

<i>Adventure II</i> (1)	84,000	<i>Killarney</i> (1)	71,000
<i>American</i> (2)	144,000	<i>Kingsfisher</i> (4)	481,000
<i>Andrew & Rosalie</i> (3)	89,500	<i>Kittiwake</i> (3)	542,000
<i>Ocean</i> (3)	435,000	<i>Lark</i> (6)	661,000
<i>Arlington</i> (3)	452,000	<i>Maine</i> (3)	445,000
<i>Atlantic</i> (4)	490,000	<i>Mary & Julia</i> (1)	51,000
<i>Bettina</i> (4)	261,000	<i>Mary E. O'Hara</i> (2)	124,000
<i>Billow</i> (2)	316,000	<i>Neptune</i> (3)	310,000
<i>Bittern</i> (2)	246,000	<i>Newton</i> (3)	381,000
<i>Boston</i> (2)	141,000	<i>Notre Dame</i> (3)	339,000
<i>Breaker</i> (3)	335,000	<i>Olympia</i> (3)	68,200
<i>Breeze</i> (3)	423,000	<i>Plymouth</i> (3)	275,000
<i>Brookline</i> (2)	327,000	<i>Quincy</i> (4)	369,500
<i>Cambridge</i> (1)	90,000	<i>Rainbow</i> (2)	101,000
<i>Comber</i> (3)	451,000	<i>Raymonde</i> (1)	55,000
<i>Cormorant</i> (3)	439,000	<i>Ripple</i> (2)	278,000
<i>Crest</i> (2)	367,000	<i>Rita B.</i> (4)	286,500
<i>Delaware</i> (2)	350,000	<i>Saturn</i> (3)	439,000
<i>Dorchester</i> (4)	447,000	<i>Sea</i> (2)	260,000
<i>Ebb</i> (2)	325,000	<i>Sea Ranger</i> (1)	115,000
<i>Edith C. Rose</i> (2)	120,000	<i>Shamrock</i> (2)	120,000
<i>Edith L. Boudreau</i> (3)	210,000	<i>Shawmut</i> (2)	193,000
<i>Fabia</i> (2)	233,000	<i>Spray</i> (2)	173,500
<i>Flow</i> (2)	323,000	<i>Squall</i> (2)	375,000
<i>Foam</i> (2)	340,000	<i>Stanley B. Butler</i> (2)	158,000
<i>Fordham</i> (2)	227,000	<i>Storm</i> (4)	700,000
<i>Frances C. Denehy</i> (3)	185,400	<i>Superior</i> (3)	134,000
<i>Gale</i> (4)	809,000	<i>Surf</i> (2)	467,000
<i>Georgetown</i> (4)	340,000	<i>Swell</i> (1)	190,000
<i>Geraldine & Phyllis</i> (4)	172,000	<i>Teal</i> (2)	249,000
<i>Gert'de L. Thebaud</i> (2)	146,000	<i>Thomas Whalen</i> (4)	542,000
<i>Gertrude Parker</i> (2)	96,000	<i>Tide</i> (2)	417,000
<i>Gossoon</i> (3)	265,000	<i>Trimount</i> (2)	186,000
<i>Gov. Al Smith</i> (1)	70,000	<i>Triton</i> (2)	291,000
<i>Hekla</i> (2)	273,000	<i>Villanova</i> (3)	241,000
<i>Helen M.</i> (3)	131,000	<i>Wave</i> (3)	543,000
<i>Heron</i> (3)	376,000	<i>Whitecap</i> (3)	501,000
<i>Holy Cross</i> (3)	227,000	<i>Wm. J. O'Brien</i> (3)	359,000
<i>Illinois</i> (3)	495,000	<i>Wm. L. Putnam</i> (2)	140,000
<i>Imperator</i> (2)	139,000	<i>Winchester</i> (3)	528,000
<i>Isabelle Parker</i> (3)	96,500	<i>Winthrop</i> (4)	399,500
<i>Jeanne d'Arc</i> (3)	341,000	<i>Yankee</i> (2)	85,000

Golden Haddock Landed

An 18-inch golden haddock caught on Brown's Bank was landed at the Fish Pier on March 30 by the trawler *Gale*, Capt. Charles Coffin.

High Liners of Boston Fleet

Three of the consistent high liners of the Boston fishing fleet were at the Pier on March 29 with good sized trips. They were the *Squall*, *Whitecap* and *Arlington*. These three vessels have made excellent showings for the first three months of this year. Including the trip of March 29 the *Whitecap* has landed 1,553,000 pounds since January 1, the *Arlington* 1,415,000, and the *Squall* 1,324,000. During February the *Squall* landed 706,000 pounds of groundfish, one of the largest hauls ever made in a single month.

Old-Timer Back in Service

The first beam trawler built for American fishing sailed on March 30 after being laid up for several months. She was the old-timer *Spray*, now renamed the *Patrick J. O'Hara*, Capt. Howard Scott. The craft is engaged in dragging and has been thoroughly overhauled for the coming season on Georges and Western Banks.

May Rent Stalls on Gloucester Pier

It was reported recently that representatives of the New England Fish Co. of the Fish Pier were in Gloucester looking over the new Fish Pier there with a view of renting three or four stalls.

The New England Fish Co. handles halibut from the Gloucester fleet as well as other fish. In the event present negotiations are successful, it is believed they would open up a filleting plant on the pier.

Long Island Striped Bass Bill Becomes Law

By C. A. Horton

THE long-awaited striped bass bill, which would set a 16-inch limit in the possession or sale of that specie, last month was passed by the Assembly by a wide margin and then was approved by the State Senate. The bill was immediately forwarded to Governor Lehman and signed by him on April 4.

Commercial and sport fishing interests from all sections of Long Island were active sponsors of the measure, acting upon a recommendation of the Bureau of Fisheries that all striped bass producing States adopt a 16-inch limit to the fork of the tail.

According to Alfred Tucker of the L. I. Fishermen's Protective Association, the underlying principle of the measure is that if the various States adopt this size, instead of striped bass being taken at 10, 11 or 12 inches they will be given a chance to grow up so that their minimum weight will be around 2 to 2½ pounds.

Beam Trawler Catches Light

Skippers engaged in beam trawling report the catch light and prices low. The catch averages two boxes a day. The skippers fear that the disappearance of sea-weed is causing the shortage of flat-fish as they have spawned in the sea-weed.

Shipyards Busy

At the Greenport Shipyard, Inc., the fishing boat *B. F. Harned* of Montauk has been under repairs and a new Bolinders Diesel engine has been installed. The fishing boat *Gordon K.*, also of Montauk, has been under repairs.

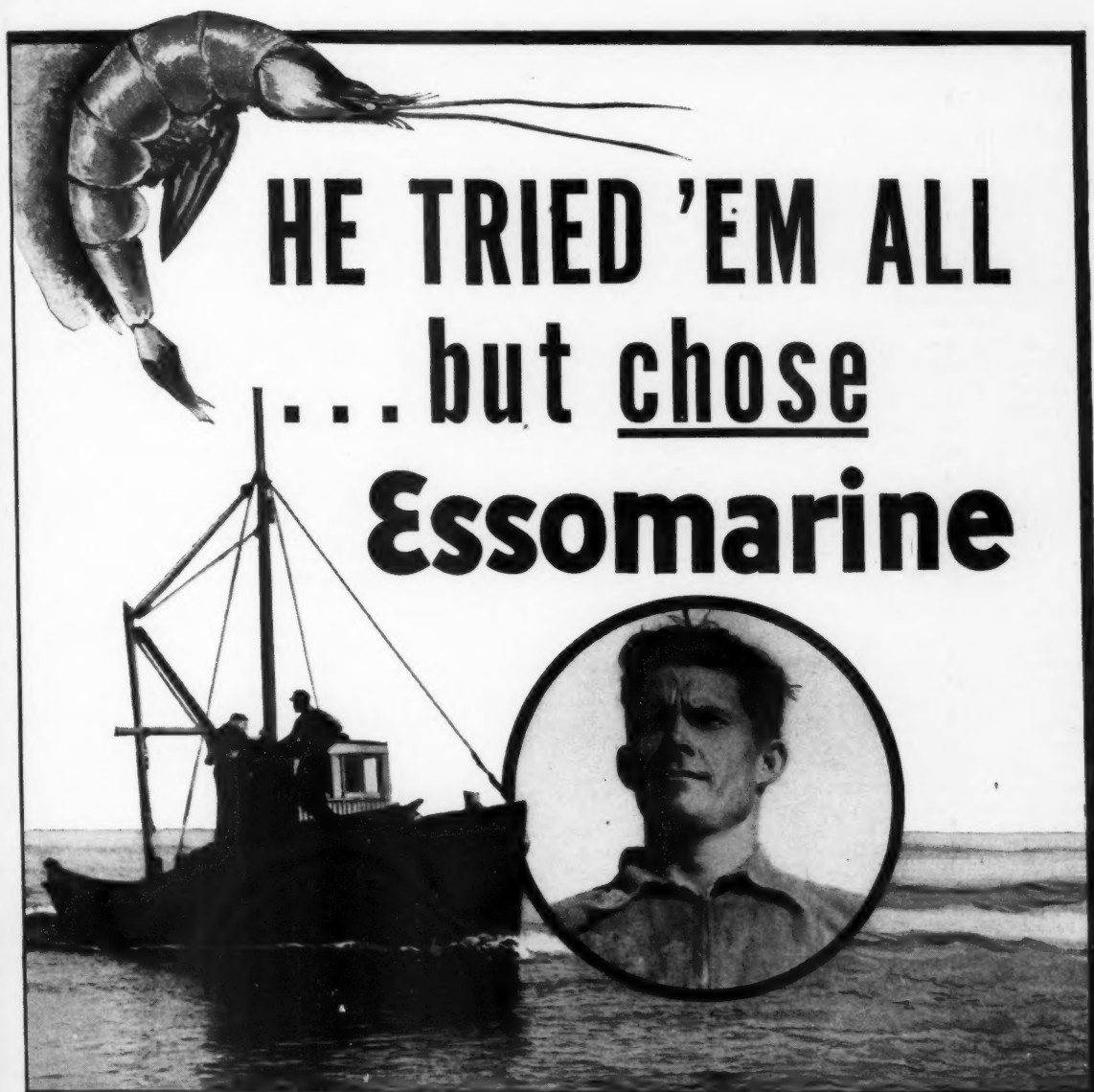
At the Greenport Basin & Construction Co. yard the fishing boats *Hattie Hall*, *Osprey II* and *Loretta* have been under repairs.

At the Bishop Boat Yard on Sterling Basin, Greenport, a new large pound sharpie has been built for Capt. Perry Duryea of Montauk.

Capt. Bert Raynor of Greenport has purchased the fishing boat *Isabell* to replace his boat, which was destroyed in the hurricane of last September.

Fair Catches of Codfish

Along the South shore fair catches of codfish were made during the month of March. Skippers out of Montauk are still making light catches and boats out of Babylon have reported the past few weeks with about one barrel per day of good sized cod.



HE TRIED 'EM ALL ... but chose Essomarine

Capt. Lovell's "Lindy Lou" fishes 14 to 16 hours a day, during which time her 30 h.p. Fordson engine has to pull a 50 ft. net loaded with 1,000 to 3,000 lbs. of shrimp in a single drag.



Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refinery Company—Imperial Oil, Limited (In Canada). *Direct inquiries to Essomarine, 26 Broadway, New York City.*

CAPT. A. J. LOVELL of St. Mary's, Ga., has shrimped in Southern waters for 13 years, and tested *many* lubricating oils in the engines of the "Lindy Lou." Then, like so many other skippers, he tried Essomarine... and the search for the *right* oil was over! For, in his own words: "Essomarine gives our engine better performance... producing more power, at a most *economical* figure."

Economy is important to men who make their living from the sea. They have to figure expenses pretty close... and engine repair bills often ruin a whole season's profits. Essomarine helps you to avoid those needless costs.

Besides lowering Capt. Lovell's maintenance outlay, Essomarine *lasts* longer. And you can depend on it to keep your engine running smoothly out to the grounds and back to the fish pier, in time to catch the *best* market prices.

If you haven't tried Essomarine... tie up at the nearest red, white and blue Essomarine sign! Like Capt. Lovell and other successful skippers, you'll find using Essomarine a mighty profitable habit!

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ANCHORS

*Northill Co., Inc., 6824 McKinley Ave., Los Angeles, Calif.

BATTERIES

Dry Cell

*"Eveready": National Carbon Co., Inc., 30 E. 42nd St., New York, N. Y.

Storage

Bowers Battery Mfg. Co., Inc., Reading, Pa.
Edison Storage Battery Co., West Orange, N. J.
*"Exide": Electric Storage Battery Co., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

BENZOATED BRINE

*Seydel Chemical Company, Jersey City, N. J.
BOAT EQUIPMENT & SUPPLIES
The E. J. Willis Co., 91 Chambers St., New York, N. Y.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.
Crown Can Co., Philadelphia, Pa.
National Can Corporation, 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.
Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.
*Plymouth Cordage Co., North Plymouth, Mass.
*Wall Rope Works, 48 South St., New York.
Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y.
Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.
Electro Dynamic Works, Bayonne, N. J.
General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*Bolinders Co., 33 Rector St., New York, N. Y.
The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
Covic Diesel Div., Northill Co., Inc., 6826 McKinley Ave., Los Angeles, Calif.
Cummins Engine Co., Columbus, Ind.
Electric Boat Co., Groton, Conn.

*Fairbanks, Morse & Co., Chicago, Ill.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*The National Supply Co., Superior Diesels, Springfield, Ohio, Philadelphia, Pa.

Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

Lehman Engineering Co., 972 Broad St., Newark, N. J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Osco Motors Corp., 3644 N. Lawrence St., Philadelphia, Pa.

Fuel Oil Engines

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

The Buda Co., Harvey, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FISHING GEAR

The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft
N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOAT DOPE

Wisconsin Paint Mfg. Co., Inc., 3710 North Richards St., Milwaukee, Wis.

FLOATS, Net

*Metal Products Co., Two Rivers, Wis.

FUEL INJECTION EQUIPMENT

*American Bosch Corp., Springfield, Mass.

HOOKS, Fish

*"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

*"Creasey": Gifford-Wood Co., Hudson, N. Y.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NAVAL ARCHITECTS

*John G. Alden, 131 State St., Boston, Mass.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

East Coast Fish Net Preservative Co., Box 835, New Orleans, La.

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

OILS (Fuel, Lubricating, Gasoline)

*"Essomarine": Penola, Inc., 26 Broadway, New York, N. Y.

Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

*Standard Oil Co. of Calif., Standard Oil Bldg., San Francisco, Calif.

OILED AND RUBBER CLOTHING
*D. O. Frost Corp., Gloucester, Mass.

Hodgman Rubber Co., Framingham, Mass.
M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

PAINTS

Pettit Paint Co., Belleville, N. J.
*Edw. Smith & Co., Long Island City, N. Y.

Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.
*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

General Communication Co., 677 Beacon St., Boston, Mass.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE & REDUCTION GEARS

Snow & Petrelli Mfg. Co., 25 Fox St., New Haven, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

SHIPBUILDERS, BOATYARDS

The Charleston Shipbuilding & Drydock Co., Bethlehem Shipbuilding Corp., Bethlehem, Pa.

Charleston, S. C.
The Ingalls Iron Works Co., Birmingham, Ala.

Portland Yacht Service, So. Portland, Me.

SHIP CHANDLERS

Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

Chapman Products, 166 Thames St., Newport, R. I.

*Hathaway Machinery Co., New Bedford, Mass.

TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

THRUST BEARINGS

Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

TRAWLING EQUIPMENT

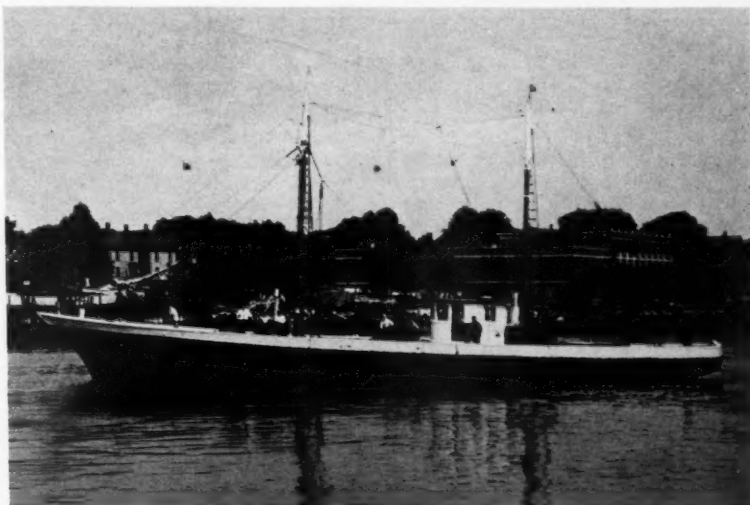
New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

REPOWERED WITH ANOTHER WOLVERINE

The "Linta" of Gloucester, Mass., 110 x 17.6 x 9.5, equipped with a 5 cylinder, 4 cycle, 175 hp. Wolverine Diesel engine. For nearly 14 years this boat was equipped with a 150 hp. Wolverine which gave perfect satisfaction. When the owner, Capt. John Scola, decided on making a change in the power plant he unhesitatingly placed his confidence again in a Wolverine.



**Many fishermen all along the coast place their confidence in
Wolverine Diesel Engines**

Catalogue No. 135 Upon Request

WOLVERINE MOTOR WORKS Inc.

Foot of Union Avenue

BRIDGEPORT, CONN.

Connecticut

Oyster Beds Surveyed For Distribution of Starfish

By Capt. E. B. Thomas

IN accordance with the practice established last year, the U. S. Fisheries Laboratory at Milford, Conn., continues to perform surveys of distribution and occurrence of starfish on the oyster grounds of Connecticut. The information obtained is distributed among the oystermen of Long Island Sound.

This survey performed last month was made by J. Engle in cooperation with the State Commission of Shell Fisheries, whose boat *Shellfish* was used in the survey work. The area surveyed extended from Morgan Point at the entrance to New Haven Harbor, to Black Rock Harbor, west of Bridgeport.

From Morgan Point to Pond Point it was learned that starfish showed some increase in numbers. However, this increase was noticed only in deep water. In the shallow areas, inshore from the breakwater, the numbers of starfish remained practically the same as last Fall.

From Pond Point to Charles Island starfish were more abundant than in the previous section, being recorded in every sample taken. They were almost evenly distributed throughout the entire section. However, if compared with the observations of last year, the starfish population of this section showed a slight decrease.

From Charles Island to Stratford Point starfish were found distributed throughout the entire section and this area was the most heavily infested area in the entire survey. But as compared with the last survey, this section showed starfish almost as abundant.

From Stratford Point to Black Rock very few starfish were found in shallow water near the shore. In general in this section starfish were found to be most abundant on the natural

bed. And in comparing the number of starfish recorded from this section on two surveys, it would appear that they remain approximately the same, and that no noticeable movements of the starfish have occurred in the time elapsed between surveys.

Having New Boats Built

Capt. Ben Chesebro, one of the best known fishermen along this section of the coast, is having a new boat built "down East" to replace the boat he lost in the hurricane. She will be 28 ft. and is of pretty much the customary Maine type but will be a bit beamier.

Walter Schroeder is another one of the local skippers who will command a new vessel this Summer. He is having a 50 ft. boat built in Maine to replace his dragger *Ruth*.

Fleet Has Done Well

The Stonington fleet has done fairly well all Winter but the weather has been pretty bad for fishing, with both fog and wind.

Buys Cruiser For Party Boat

Lyman Meadnis, well known New London party boat owner and skipper, has purchased a 38 ft. Matthews cruiser which he will convert into a party boat.

New Boat Shop Built

Webb. Eldridge has built a new boat shop on the West side of the cove in Noank, which looks almost identical to his old one on the East side except that it is not quite as large. He has been busy repairing boats all Winter.

May Dredge New Channel to Watch Hill

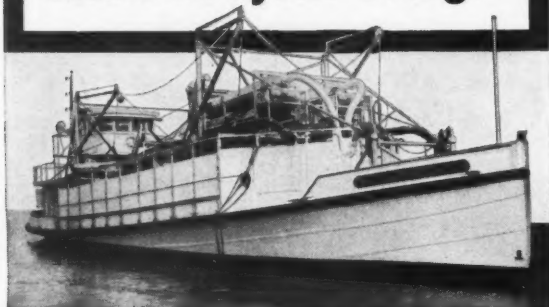
There is a lot of talk about using one of the new breachways through what was Sandy Point, R. I., and are now three sandy islands, for the entrance to a new and straight channel to Watch Hill which would be dredged. This would be a great benefit to many fishing and party boat owners.

Lobster Boat Completed

Henry Palmer of the Stonington Ways has completed the first of three lobster boats, the *Emilia II*, Capt. Amador, and is now starting construction on the second.

F-M DIESEL CASE HISTORIES

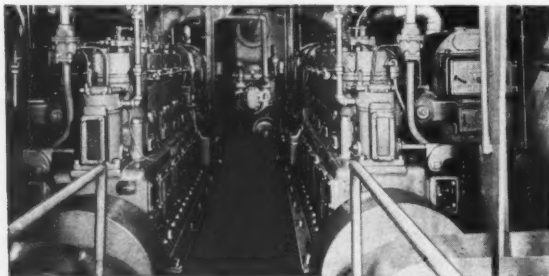
F-M Diesels Replace Steam on Oyster Dredger



When the owners of the Oyster Bay Oyster Co., Oyster Bay, L. I., purchased the steel passenger steamer *Sea Gate*, they transformed her into a revolutionary new type of oyster dredger. Fairbanks-Morse Diesels had rendered such outstanding service on their oyster boats *Gloria B.*, *Waldron B.*, and *W. H. Hoy*, as well as their yacht *Sonset*, that the ship's steam equipment was replaced with a 500-hp. Fairbanks-Morse Model 37 Diesel propulsion engine and two 120-hp. Fairbanks-Morse Model 35 Diesel auxiliary engines.

The renovated vessel—rechristened the *Seawanbaka*—has been the envy of many oyster fishermen on Long Island Sound since she was launched last summer. As the nozzles of two huge centrifugal pumps—coupled to the F-M auxiliary Diesels—are dragged over the ocean floor, they “vacuum clean” the oyster beds. Oysters are carried through the pumps to a screen, from which they are discharged to a conveyor belt and into oyster bins.

Fairbanks-Morse Marine Diesels are made in a wide range of sizes for dependable, economical use in practically all types of fishing boats. For complete information, write Fairbanks, Morse & Co., Dept. 6, 600 S. Michigan Ave., Chicago, Ill. Branches with service stations in principal ports.



Engine room of the *Seawanbaka*. F-M Model 35 auxiliary Diesels in foreground, Model 37 propulsion Diesel in rear.

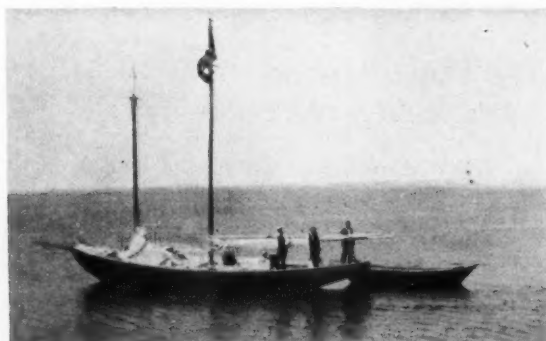
FAIRBANKS-MORSE

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PUMPS
ELECTRICAL MACHINERY
FAIRBANKS SCALERS
RAILROAD EQUIPMENT

WATER SYSTEMS
WASHING MACHINES
FARM EQUIPMENT
STIRRERS
AIR CONDITIONERS



Diesels



Boat designed and built by Byron E. Stevens of Tancook Island, N. S. Mr. Stevens builds boats of from 25 to 70 ft. in length.

Effect of Benzoated Brine Dips on Keeping Seafood Quality

THE markets for fresh fish and crustaceans are limited too largely to the coastal areas of the country. Expanded markets are needed for fisheries products, and new or improved handling methods that will preserve freshness and improve shipping quality are of interest to both the industry and the consuming public.

A two-year laboratory and field study has shown that the use of benzoated brine as a dip for fresh round fish and fillets materially enhances their keeping quality. Suggested concentrations of benzoic acid in the 5 to 10 percent salt brine are from 0.15 to 0.35 percent in the form of sodium or magnesium benzoates or as mixtures of those salts with benzoic or other acids to produce a pH value of from 4.0 to 5.0. Contact periods of from 30 seconds to two minutes are effective.

The beneficial action of benzoates shows to best advantage when treated fish or crab meat are fresh and not contaminated with bacteria. Benzoate dips are not useful in the treatment of stale fish whose bacteria have already penetrated into the deeper layers of muscle. The action of the dipping solutions seems to be limited largely to the surface of the flesh. There is only slight penetration of benzoate in the deeper flesh layers except at points where the flesh has been broken.

The bacteriostatic effect of the benzoates is reduced when salt is omitted from the dipping solution. The brine has both a cleansing and firming effect on fillets which is very advantageous. The flavor is also improved by the salt dip.

The use of benzoate dips prolongs the storage life of fresh haddock, cod, and red perch fillets and crab meat for several days beyond that of untreated controls. This should be of advantage in preparing fillets for inland shipments. Frozen fillets, which have been previously dipped in benzoated brines, likewise spoil less quickly after defrosting.

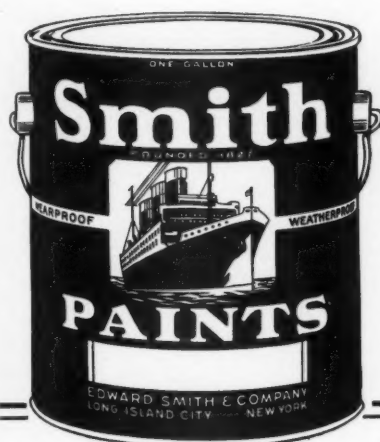
The retention of benzoates in the treated fillets is very small, averaging 0.01 per cent, and is not of health significance. The question therefor of labeling fish dipped in benzoated brine is one of interest to the fish industry, and a special Federal Regulation appears advisable.

Experiments with benzoate ice containing from 0.15 to .3 percent sodium benzoate showed such ice was useful in enhancing the keeping quality of round fish and fillets. However, the absorption of benzoate is greater in this case because of the extended contact period. The taste threshold for sodium benzoate in fried or boiled haddock is about 0.07 percent—an amount far greater than is found in dipped fillets.

Benzoates have been successfully used in British Columbia in the treatment of fish for light smoking. The present favorable results indicate that benzoates may prove useful to the fishing industry in extending the markets for fresh fish.

Abstract of paper read by Doctors C. R. Fellers and E. W. Harvey of Massachusetts State College, Amherst, before Agricultural and Food Division, American Chemical Society, Baltimore, April 4, 1939.

SMITH Ship and Boat Paints



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A complete line for bottoms, topsides, decks, spars, and interiors. See your dealer or yard.

EDWARD SMITH & CO., Inc., 11 East 36th Street, New York City

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MARINE FINISHES EXCLUSIVELY

With The New Bedford Fleet

By M. E. Harney

THE *Shannon*, which sailed to the fishing grounds under the command of one of its owners, Capt. Joshua Murphy, was forced to return owing to a heavy Southeaster. Upon arrival in port Capt. Murphy decided to install a 110 hp. Atlas Imperial Diesel engine which he has been pondering about for some time.

"Isabel Q" Sold

The *Isabel Q.* was sold at public auction on Wednesday, April 4.

Leretha Loses Man

The schooner *Leretha*, Capt. Dick Sparrow, came into port recently with her flag at half mast for James Murphy, a member of the crew, who in some unexplained manner fell overboard and was drowned.

Scallopers Decide on Catch Limit

The scallop boat owners and workers have agreed that the amount per man shall be 140 gallons and ten fishing days after the first drag goes overboard. The union in New Bedford is getting stronger with each meeting and it looks as though a better price for scallops would be paid this Summer.

"Anastasia E" Reconditioned

The *Anastasia E.* has been reconditioned and has made her first trip since being tied up. She was also repainted.

Westerbeke Boats Doing Fine

The *Venture II* of the Westerbeke Company is steadily running up a grand score and her crew has been very successful the past five weeks. The *Vagabond* has also started to make New Bedford her home port. Both these boats tie up at the Hathaway Pier in Fairhaven and that dock on some days looks like the Boston Fish Pier when the fleet arrives.

"Mary" Has New Gray

The *Mary*, Capt. Leslie Trott, has had a new Gray engine installed.

Block Island Activities

By C. H. Lewis

TWO new fishing boats, the *Alsa* and the *Ruth and Eva*, were launched within a week of one another at Block Island. The former a 34 footer, was built by Capt. Milton Steadman to replace the *Isabelle*, lost in the hurricane. The latter, a 30 footer, was built by Capt. Freeman Millike. Both are adapted to party fishing.

Six more party fishing boats are now being built on the mainland for Block Island fishermen. Two are building in Jonesport, Maine, a 30-footer for Capts. Henry K. and Eugene Littlefield, and a 32-footer for Capt. Norman Dodge. Capts. Harry Jacobsen and Andrew V. Willis are having a 36-footer built in Thomaston, Maine; Capt. Arthur B. Rose, a 33-footer, in Friendship, Maine; Capt. Howard Fisher, a 32-footer in South Bristol, Maine; and Capt. Albert Anderson in Newport, R. I. All are to replace lost boats.

Boats Being Rebuilt

Nine other boats which were damaged in the hurricane are being rebuilt at the Island. The largest of these is the 32-foot *Two Sisters*, owned by Capt. Earle Barrows. It was launched late in March.

Trawling

Fishing in general has been light during the Winter months. At present nine boats are trawling. They are the *Stanley*, Capts. Eugene Stinson and Sylvester Littlefield; *Hattie M.*, Capt. Hugh Pierce; *Laura V.*, Capts. Andrew V. Willis and Sherman Dodge; *Evangelina*, Capt. William Cyr; *Carnegie III*, Capt. Harry Smith; *Marion M.*, Capt. Arlo Littlefield; also Capts. Millard Mitchell and Samuel Littlefield.

Dragging

Six boats are dragging. They are the *Audrey M.*, Capt. Merwin Willis; *Ray*, Capts. Spencer Smith and Ned Littlefield; *Priscilla*, Capts. Fabyan and Harvard Allen; *Alice and Nellie*, Capt. Enoch Steadman; *Evan N.*, Capt. Jerry Littlefield; *Alba V.*, Capt. Will Dunn.



Each of These

"Eveready" flashlights was "tailor-made" to meet the special needs of sailors for dependable, safe portable light.

WATERPROOF Flashlights, 3354 and 3254, are completely covered, switch-and-all, with a soft rubber sleeve. Unbreakable lenses, chrome plated reflectors. Proof against hot wires, acids, gasoline, oil, alcohol, greases and dirt.



3354



3254

The two and three-cell general purpose Industrial Flashlights, 3251 and 3351, have unbreakable lenses. Semi-hard rubber cases, internally reinforced with brass. Tough, shock-proof, with explosion protection provided by a special spring-loaded lamp socket and guard wire.



3251



3351

Flexible Extension Flashlight, No. 3258, answers the demand for a safe light for inspecting moving machinery, drums, barrels, and hard-to-get-at spots.



3258

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Unit of Union Carbide **UCC** and Carbon Corporation
The word "Eveready" is the registered trade-mark of National Carbon Company, Inc.

Lunenburg Asks Govt. Assistance For the Fishing Industry

By H. R. Arenburg

THE Lunenburg Board of Trade has adopted a resolution and forwarded it to the Federal Government asking for assistance for the fishing industry in the Maritime Provinces. For the past two years the Provincial Government has been paying a bonus on dry salt fish, but this season this bonus was discontinued and the relief asked from the Federal Government is to take the place of this bonus. The resolution asks that a certain amount be paid to the off-shore fishermen and the owners of fishing schooners and to the shore fishermen on the salt used in the industry, together with the payment of \$40.00 per ton on the construction cost of new boats and schooners and 25% of the cost of new engines. This would be equivalent to the assistance granted the fishing industry of Newfoundland by the government of that country.

Fresh Fishermen Have Good Month

The month of March has been very much better for the fresh fishermen and the catches landed have been greatly in excess of those landed since the beginning of the year. Up until this month, heavy gales along the coast have been so severe and so continuous that the fresh fishermen operated with great difficulty and the catches landed were extremely small. The catches for the past month include:

Fresh Fish

Arthur J. Lynn, Captain Foster Corkum, 445,000 pounds.
Jean and Shirley, Captain Albert Crouse, 285,000 pounds.
Marshal Frank, Captain Frank Risser, 285,000 pounds.
Mahaska, Captain Orlando Lace, 280,000 pounds.
Sir Ernest Petter, Captain Napean Crouse, 246,000 pounds.
Howard & Donald, Captain Guy Tanner, 200,000 pounds.
R. B. Bennett, Captain Elbourne Demone, 188,000 pounds.
Muriel Isabel, Captain Walter Crouse, 150,000 pounds.
Douglas and Robert, Captain Calvin Tanner, 70,000 pounds.
Pasadena II, Captain Cecil Walters, 60,000 pounds.
Theresa L. Connor, Captain Clarence Knickle, 25,000 pounds.

Halibut

Harry W. Adams, Captain Arnold Parks, 33,000 pounds.
Bessemer, Captain Thomas Himmelman, 30,000 pounds.
Ronald George, Captain Dan Romkey, 30,000 pounds.

On Frozen Baiting Trip

The following schooners sailed for the banks during the month to engage in the salt fishing industry. This is the first trip of the fishing season, the frozen baiting trip: Mary H. Hirtle, Captain Edward Cleveland; E. F. Zwicker, Captain William Deal; John H. MacKay, Captain Moyle Crouse; Marguerite Tanner, Captain Angus Tanner; Pan American, Capt. Ellison Creaser; Mavis Barbara, Captain Roy Spindler; Irene Mary, Captain Leo Corkum; Robert J. Knickle, Captain Gordon Mosher; Isabel Corkum, Captain Eric Corkum; Delawana II, Captain Fred Deal; C. A. Anderson, Captain John Wentzell; Beatrice Beck, Captain Gordon Corkum; Ocean Maid, Captain Atwood Parks; Progressive II and Clarence J. Morrow. The first schooner to return from this trip was the E. F. Zwicker, Captain William Deal, with 1200 quintals.

Much Interest in Trawler License Renewals

The matter of the renewal of trawler licenses is again before the Federal Government. These licenses are renewable annually. The Premier of Nova Scotia introduced a resolution in the Provincial House of Assembly which was adopted, asking for the cancellation of these licenses and the appointment of a Deputy Minister of Fisheries to be located in the Maritime Provinces. J. J. Kinley, M.P. for the constituency of Queens-Lunenburg, has introduced in the Federal House of Commons a bill limiting the issue of licenses to trawlers built and equipped in Canada. The hook and line fishermen are looking to the Federal Government with great interest for their decision.

New Brunswick Record Sardine Catches Still Continue

By C. A. Dixon

RECORD catches of sardine herring, for the time of year, in Charlotte County, N. B., along the mainland shores from Beaver Harbor to Lepreau continue, and the Canadian canning plants of Connors Bros., Ltd., of Black's Harbor, and H. W. Welch, Ltd., of Fairhaven are doing a capacity business at the time of writing. The larger unit of the former named concern was opened for business on the 10th of March, a month earlier than last year, and 110 additional women packers were added to the payroll. The smaller factory unit has been operated all Winter. In addition to the markets mentioned considerable quantities of herring have been purchased from seiners by B. H. Wilson Fisheries, Eastport, Me., for shipment in the fresh state to metropolitan consuming centers. Several seining crews are engaged in catching sardines, which have been so thick in the ocean that the men have seined them in the day-time in many instances. Of course one reason for this unusual procedure is that very large seines are being used. One crew from Campobello has very expensive equipment, including a seine 200 fathoms long and 90 feet deep, it is said.

New Weirs Being Completed

Although many fishermen had intended to begin weir building a few weeks earlier than usual this Spring, boisterous weather held them back, with the result that nothing much was done at the rebuilding and repairing of weirs until the latter part of March. As things now stand, however, it is expected to have many of the weirs partly completed and some of them ready for fishing by the time the Maine factories open on April 15. If the school of fish now on the "North Shore" of Charlotte County moves westward along the coast to Deer Island and vicinity doubtless a lot of money will be made by weir-men and others this Spring.

Pearl Essence Plant Opens for Business

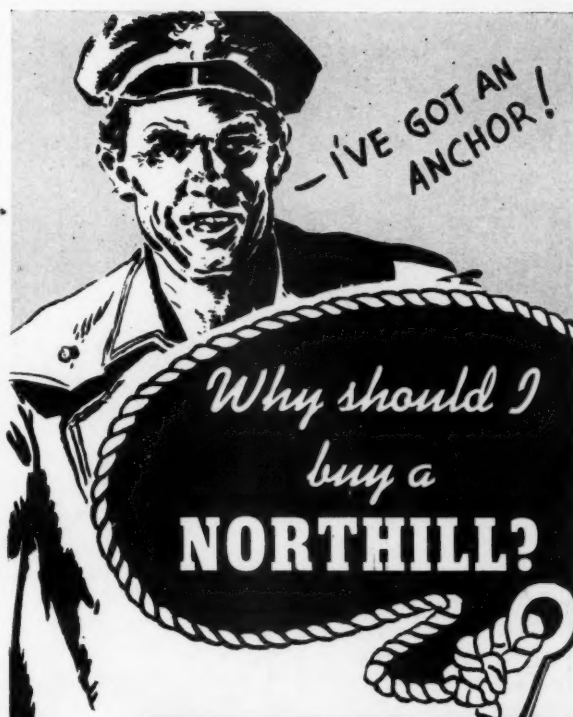
Very early in the season, indeed some weeks in advance of the opening of the smoked herring plants at Lubec and the sardine factories of Maine, the Ultra Ray Pearl Essence Co. of Lubec opened its plant for business around the first week in March and Ernest Petow, manager, announced that in addition to contracts for scales made with certain Quoddy sardine packing concerns, he had contracted for the entire output of scales of Connors Bros., Ltd., of Black's Harbor, N. B. Quick to follow suit in an early opening, other pearl essence concerns commenced buying scales from fishermen along the Charlotte County coast.

Lobstermen to Be Reimbursed for Losses

Things are at a standstill just at the present time in some lines of fishing endeavor but it is interesting to note that the Provincial and Federal authorities at Fredericton and Ottawa have granted a sum of money, jointly, to reimburse Grand Manan lobster fishermen for losses sustained when fishing gear was destroyed in storms last Fall and Winter. A report received from White Head, Grand Manan, states that the fishermen have been given \$1.50 for each trap lost or damaged beyond repair.

Shrimp Dragging Experiments

As far as can be ascertained at the time of writing, experimental dragging for shrimp in Southern New Brunswick waters, carried out for several weeks in behalf of the Federal Canadian Government, has not yielded promising results. Inshore only a very small quantity of shrimp was located. It is possible, however, that better results can be obtained offshore and near the vicinity of the Gulf of Maine, where shrimp of excellent quality have been found by Portland draggers, it is said. The Charlotte County experiments have been carried on by the Calder Brothers of Welchpool, Campobello, and Capt. Clifford Pendleton of Deer Island, N. B., in the Calder boat.



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BECAUSE it gives you positive holding power. This is the modern safety anchor... it digs in and *holds* under all conditions, wherever you need it.

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BECAUSE it actually saves you money. You cast this modern lightweight anchor overboard with one hand, and you can break it out instantly. This saves time... and labor. **BOTH MEAN MONEY TO YOU!**

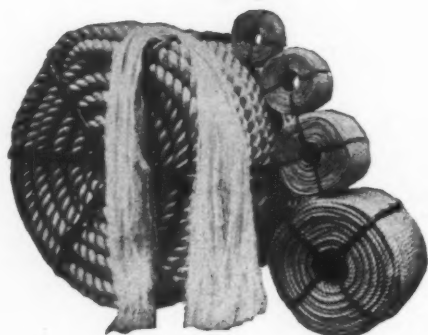
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BECAUSE a Northill Utility Anchor costs *less* than the "dead weight" equipment it replaces. Yet it is made of the finest materials and is protected by the best hot dip galvanizing.

For Safety... and Savings... Get a Northill!

NORTHILL ANCHOR

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"There is no better rope"

New Bedford Cordage Co.

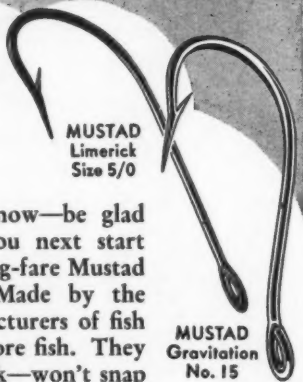
General Offices: 233 Broadway, N. Y. C.

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Rig Your Gear with Big Fare Hooks



THINK of hooks now—be glad you did when you next start fishing. Fit out with big-fare Mustad Key Brand Hooks. Made by the world's largest manufacturers of fish hooks. They hook more fish. They **HOLD** what they hook—won't snap or straighten out. Correct in style, temper and finish—and they **STAY SHARP**. Cheapest in the long run. Rig up now with Mustad Hooks. Ask for them by name.

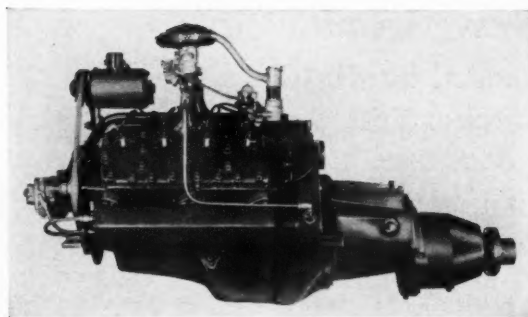
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Key Brand FISH HOOKS



O. MUSTAD & SON (Est. 1832) OSLO, NORWAY



Model 90Z OSCO-Marined Ford engine, designed for use in fishing boats, with an integrally built 3:1 reduction gear.

Marinephone Radiotelephone

MARINEPHONE, Inc., 123 Liberty St., New York City, is manufacturing a reasonably priced line of marine radiotelephones suitable for the rough service which is required of them aboard fishing craft from the largest commercial trawlers down to the smallest party boats.

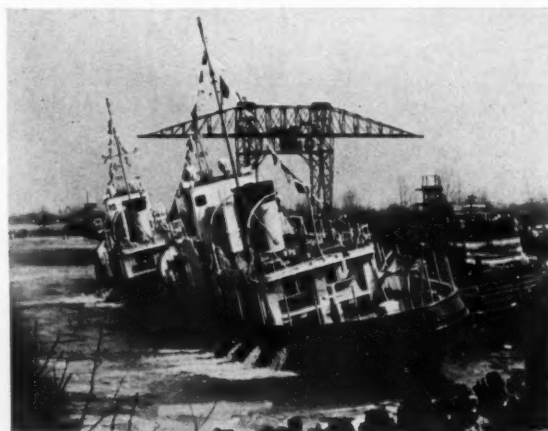
Conversation can be carried on between boats or to and from the telephone company stations on shore, whereby the boat is connected directly through the land lines to home or office. The Coast Guard can be summoned in the event of an emergency.

Outfits are made in 10 watt, 20 watt, 25 watt and 50 watt sizes. Ranges are up to 150 to 200 miles in daylight with the 50 watt set, with ranges often several times as great at night.

Cabinets are of rust-resisting granadized steel, and all speakers, coils, etc., are thoroughly moisture-proofed.

Another Marinephone feature is low power drain, with operation off the ship's lighting system.

The set is extremely simple to use. One band changing switch puts both transmitter and receiver on the proper channel and no further tuning is necessary. The larger sets can be equipped with a ringer system at extra cost, whereby a call for a particular boat is made known by means of a bell ringing.



The "Naugatuck" and "Raritan", two new Coast Guard vessels being launched at the Bay City, Mich., yard of the Defoe Boat & Motor Works. They are to be operated out of Philadelphia and Boston. They are powered with two 8 cyl. V-type General Motors 2 cycle Diesel engines, giving a speed of 12 knots.

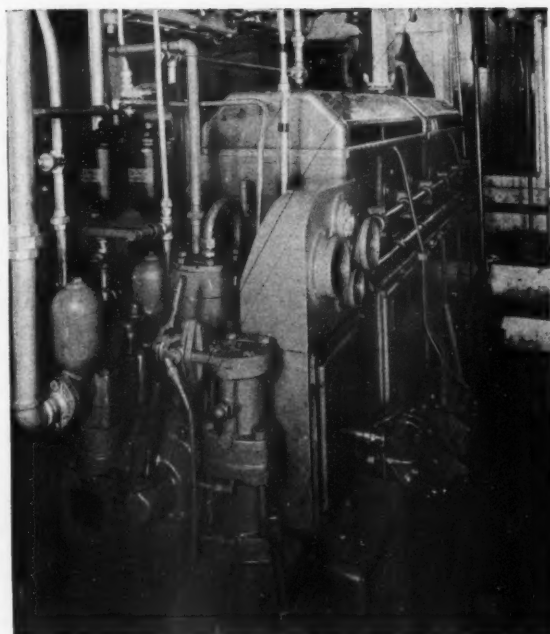


Photo showing the 180 hp. Cooper-Bessemer Diesel in the "Mary Anne," owned by the Atlantic & Caribbean Steam Navigation Co. of New York. The vessel is equipped with Hyde propeller, Household Marine range, Hathaway stern bearing, stuffing box, winch and gallows frames, Kinney clutch, Exide batteries, Plymouth rope, Kelvin-White compass, Fathometer and Lux fire extinguisher.

Streamline Aluminum Net Float

METAL Products Co., Two Rivers, Wisconsin, is manufacturing a streamline aluminum net float, patent pending, $4\frac{3}{8}$ in. long by $1\frac{3}{8}$ in. in diameter, made of extra heavy pure aluminum. It is triple sealed, and guaranteed leak proof.

The Company says it is a float designed to save time and money, and describes it as follows: "This Streamline Aluminum Net Float is especially designed for either big or small mesh netting and is constructed to withstand 100 fathoms of water. Due to its smooth streamline design, it will save its price in netting in a very short time, because it is attached to the nets by tying the float over the top from end to end, which eliminates catching and tearing of nets while re-setting wet nets, setting dry nets, reeling or boxing. The special design of this float will allow it to drop clear of the nets should it fall thru the mesh at any time. The Stream Line Aluminum Net Float will save you time and labor, guaranteed to run without catching and will eliminate extra labor in tying extra lines over the ends of the float."

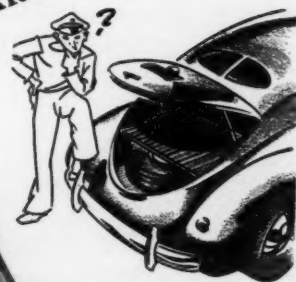
Covic Diesel Engine

OF the horizontal opposed cylinder design, the Covic Diesel is a four cycle, valve-in-head type of engine. The engine has a bore of $3\frac{5}{32}$ ", stroke of $3\frac{15}{16}$ ", displacement of 61 cu. in. and is rated 15-18 hp.

Total weight of the bare engine, with hand cranking system and 60 pound flywheel, is 280 pounds. Weight of complete marine engine, with electric starter is 550 pounds, of the automotive engine with four-speed transmission, electric starter and generator, 425 pounds. Total width is 30", height $19\frac{1}{2}$ ", length 19".

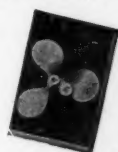
The American-built Covic is produced by the Northill Company, Inc., of Los Angeles, California. Marine distributors and dealers are located at convenient points in different sections of the United States.

IT'S WISE TO CARRY
A SPARE...



The most careful skipper may hit a sunken log or a broken pile. If the propeller is a Hyde, it will not break but will get him safely back to port. Avoid the delay of straightening out the old wheel or returning it to the factory for reconditioning if the damage is a bad one. Carry a "spare" in the locker, properly bored and slotted to fit the shaft and key, the change can be made during the inspection haul-out. A Hyde Propeller boxed for carrying takes little room and is a positive assurance against annoying delays.

HYDE WINDLASS COMPANY, Bath, Maine
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PROPELLERS**



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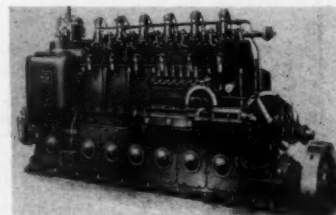
BOLINDERS DIESEL ENGINES

**A COMPLETE RANGE OF DIESEL
SIZES FOR FISHING BOATS
AND LAND PLANTS**

6-1500 H. P.

Bolinders offers one of the widest ranges of Diesel engines. From small Bolinders auxiliary compressor and lighting plants to big Polar main propulsion units, there is an engine for every need.

Over 20,000 installations and more than 1,000,000 hp., throughout the world prove the qualities of these engines for both marine and stationary service.



POLAR—320 H.P.—6 Cyl.—2 Cycle
Full Diesel

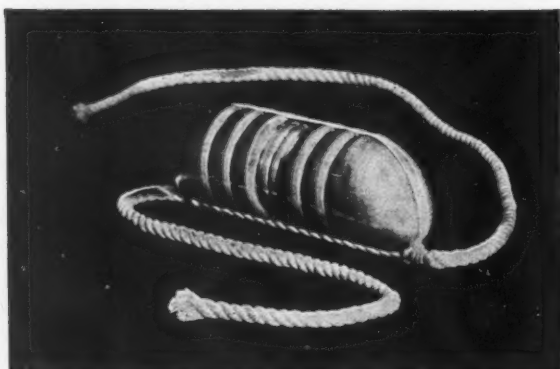
Extremely compact, only 10 ft.—9 in. long. Removable cylinder liners. Low fuel consumption at all loads. Quick direct reversing. Full ahead to full astern in 6 sec. Can be started 30 times during maneuvering without recharging air bottles. Write for other details.



Write for complete
information, today.

BOLINDERS COMPANY, INC.

Office and Showroom: 23 RECTOR STREET, NEW YORK, N. Y.



Streamline Aluminum Net Float. Size 4 1/2 in. long x 1 1/2 in. diameter. Made of extra heavy pure aluminum. Patent Pending.

A FLOAT DESIGNED TO SAVE TIME AND MONEY

This Streamline Aluminum Net FLOAT is especially designed for either big or small mesh netting and is constructed to withstand 100 fathoms of water. Due to its smooth streamline design, it will save its price in netting in a very short time . . . because it is attached to the nets by tying the float over the top from end to end which eliminates catching and tearing of nets while resetting wet nets, setting dry nets, reeling or boxing.

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Quotations on Request.

METAL PRODUCTS CO.
TWO RIVERS WISCONSIN

Where to Ship

These companies are in the market for fish and shellfish.

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R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.
J. A. Klafin, 209 N. Union Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.
Chesebro Bros. & Robbins, 4 Fulton Market.
John Dais Co., Fulton Market.
Eastern Commission Co., 19 Fulton Market.
International Fish Co., Inc., 111 Fulton Fish Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 112-113 Fulton Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

Fuel Injection

THE large research laboratories of the American Bosch Corporation, Springfield, Mass., specialize in Fuel Injection, providing a comprehensive Injection Engineering experience, resulting in equipment which is recognized as being backed by reservoirs of knowledge. The American Bosch slogan is "Standard of America, World-wide Service." Service facilities for American Bosch are nation-wide, world-wide.

New Oil—"RPM" Delo

AFTER 10,000,000 test miles—over 400 times the distance around the world—after 90,000 test hours—equal to 10 continuous years of testing—Standard Oil Company of California is announcing its New "RPM" DELO (Diesel Engine Lubricating Oil).

Standard Oil engineers are confident that this New "RPM" Diesel Lubricating Oil will bring the maximum service benefits of correct lubrication to ALL Diesel engines, regardless of size or design. These scientists stress the point that now giant Diesels in power and industrial plants, small high-speed Diesels in trucks and busses, rugged Diesels in tractors and aboard ships—every one—can derive full lubrication protection from its proper S.A.E. grade of New "RPM" DELO.

- 1—It prevents ring-sticking even under the most severe engine operating conditions. In comparison with other oils it is appreciably superior in the maintenance of piston cleanliness and the prevention of carbon and sludge deposits in oil ring slots.
- 2—It is non-corrosive to alloy bearings and is, therefore, suitable for use in all engines, regardless of bearing materials. New "RPM" DELO is highly recommended for engines employing copper-lead, cadmium-silver, Satco and similar types of bearing materials.
- 3—It reduces wear of cylinders, pistons and rings.
- 4—The compounding material used in New "RPM" DELO is a powerful anti-oxidant. Thus this lubricant is highly resistant to oxidation and deterioration.
- 5—In addition New "RPM" DELO's compounding is stable in the presence of moisture and in storage.
- 6—Due to its great stability, New "RPM" DELO will reduce filter clogging to the very minimum.
- 7—This lubricant minimizes cylinder and ring wear in high temperature regions such as the tops of pistons. This is because of New "RPM" DELO'S unusual capacity to spread and lubricate hot metal surfaces instead of receding and leaving them dry. This vital property may well be described as "high engine film strength."
- 8—New "RPM" DELO protects all bearing surfaces, piston rings and cylinders during the critical breaking-in period.

While their research has been based principally on high Diesel engines of moderate horsepower, Standard Oil engineers point out that their field work on New "RPM" DELO also has included extensive investigation of the use of this product in many other types of Diesels, including slow and medium speed installations of a wide range of power output. As a result of its performance in laboratory and field testing New "RPM" DELO (in proper S.A.E. grades) appears capable of lubricating all sizes and types of Diesels correctly.

Japan Canned Sardine Exports Decreasing

CANNED sardine exports from Japan decreased 39.3 per cent during 1938, compared with the preceding year, according to a report to the Department of Commerce. Exports during 1938 amounted to 56,104,224 pounds, a decrease of 36,312,540 pounds below exports in 1937.

Shipments of tomato sardines recorded the heaviest decrease during the period under review, or from 74,127,240 pounds in 1937 to 36,659,700 pounds in 1938, a decrease of 56 per cent. Exports of sardines in oil decreased from 1,992,144 pounds in 1937 to 1,023,132 pounds in 1938; while exports of "other" sardines increased from 16,297,380 pounds in 1937 to 18,421,392 pounds in 1938, the report stated.

TANGLEFIN NETTING

"CATCHES MORE FISH"

LINEN & COTTON GILL NETTING
SEINE, POUND & TRAP NETTING

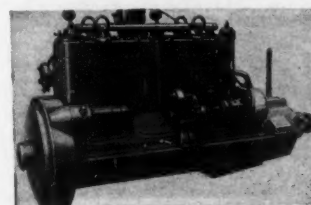
LUDLOW MANUFACTURING & SALES CO.,
NATIONAL NET & TWINE DIVISION
211 CONGRESS ST., BOSTON, MASS.

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**2 to
150 H.P.**



The Palmer Line includes a full range of engines from 2 to 150 horse-power. All are sturdy, dependable, accessible and economical. Send for catalog.

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Export Office: 44 WHITEHALL ST., N. Y.
Sales Office: 102 E. 25th St., New York
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ENGINES**

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and other auxiliaries
on Small and Large Boats

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STERN BEARINGS

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Smack *Edward J.*, 63 ft. x 14 ft. 4 in. x 6 ft. Powered with a 45 C.O. Has electric lighting plant. Engine and boat as good as new. Price reasonable. E. Jameson & Sons, Portsmouth, N. H.

Suits of Sails

Two suits of sails from 98 ft. schooner yacht. Frank Upson, Sail Maker, New Haven, Conn.

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Dragger *Absegami*, 71 ft. x 16.2 ft. x 5.7 ft., 120 hp. twin screw pair Atlas Imperial engines, 60 hp. each and used only 5 months. Atlas Diesel Engine Corp., 115 Broad St., New York, N. Y.

"Baby II"

Boat *Baby II*, 63 x 16 x 8, powered with a 60 hp. CO Fairbanks-Morse engine. Now fishing. Address Bacchiocchi Bros., Noank, Conn.

Rebuilt Engine

Factory rebuilt 40 hp. 4 cyl. Ford marined motor with new Paragon inbuilt reverse and new motor guarantee \$175. Osco Motors Corp., 3646A North Lawrence St., Philadelphia, Pa.

Hercules Diesels

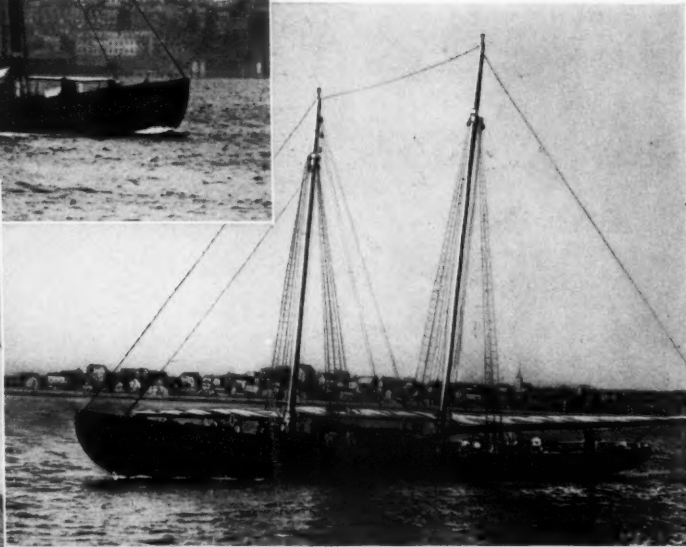
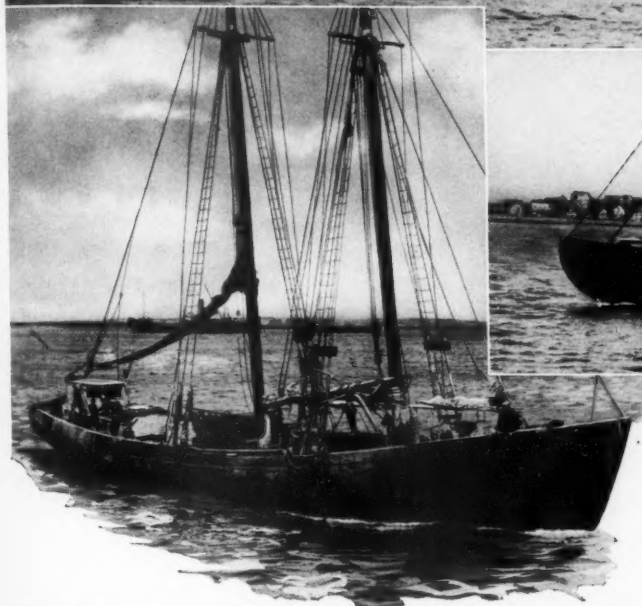
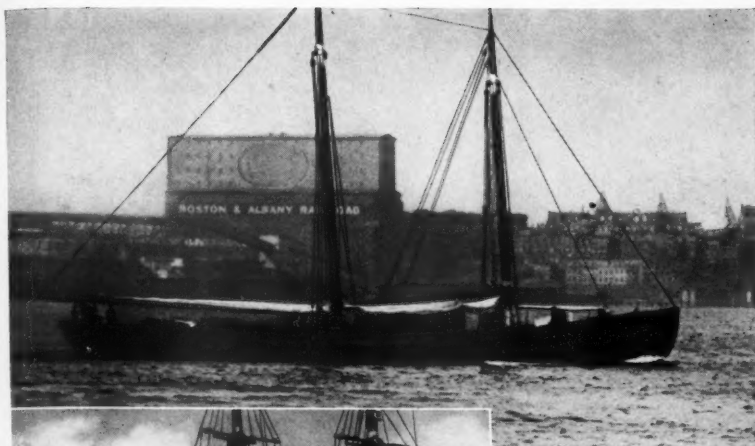
Hercules Diesel engines 4 $\frac{3}{8}$ in. bore x 5 $\frac{1}{4}$ in. stroke, 120 hp., 2000 rpm., completely rebuilt, including new cylinder sleeves, copper water cooled manifold and sliding type high ratio reverse gear, \$1300. Can also supply reduction gear. John Schroppe, Myrtle Ave., Scotch Plains, N. J.

Dragger "Loy"

Dragger *Loy*, 48 x 14 x 5. New 125 hp. Cummins Diesel with fishing gear. Boat fishing from Manasquan, N. J. Write for price and terms. Alonzo Pullen, Cookstown, N. J.

WANTED

Fishing boat 35 to 40 ft. swordfish rigged. Must be in excellent condition. Harry Nicholas, 1210 Whitney Ave., Hamden, Conn.



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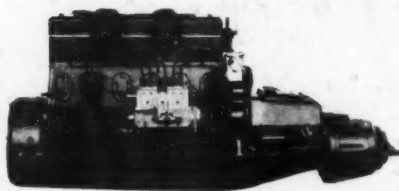
A TRUSTWORTHY ENGINE

● The type of boat here illustrated is used extensively on the Pacific Coast in both commercial and sport fishing.

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"She runs fine. Haven't touched her all season except to change oil and clean filters. Haven't even pulled a nozzle for inspection. She's never missed and idles fine at any trolling speed. The SUPERIOR is a fine rig for any trolling boat."

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